

Record of Telephone Conversation

Name: ASI/PMI – John M Palmer
Address: ATL FSDO-11
Phone: [REDACTED]
Date: 10/15/2018
Description: Phone conversation with Gene Cox [REDACTED]

A telephone interview conducted with Mr. Cox on 10/15/2018 at 1527 EDT. The reason for the telephone conversation was to secure N180QT Maintenance logbooks and Mr. Ahseely part owner thought that Mr. Cox (part owner) might have some insight of recent events about the condition of the aircraft since Mr. Cox recently may have flown the aircraft.

A brief discussion was initiated by Inspector Palmer with Mr. Cox in securing the aircraft Maintenance logbooks and shipping process.

Inspector Palmer asked Mr. Cox about has he recently flown the aircraft he stated that he has flown N180QT approximately 2 weeks prior to the 10/13/2018 flight. He stated that the aircraft and radios and aircraft worked very well with no maintenance issues. Mr. Cox added that the aircraft was close to the annual inspection and some prevented maintenance items were accomplished which included adding wheel covers (pants) and replacing the engine airfilter. Inspector Palmer asked did he (Mr. Cox) know of what amount of fuel was in the aircraft or did he refuel after the last flight? Mr. Cox stated he was there on October 13, 2018 with Mr. Deep and a discussion of the amount of fuel in the right and left hand tanks. He stated to Inspector Palmer that the fuel was at or near the tabs in the aircraft. This would have made the total fuel quantity approximately 34 gallons of fuel per Piper aircraft. I ask what the typical fuel burn of the aircraft Mr. Cox stated 10 to 10.5 gallons per hour. Inspector Palmer asked how long flight time with the fuel level he (Mr. Cox) witnessed? Mr. Cox stated about 2 hours and 20 minutes safely. Mr. Cox also stated that he had a discussion with Mr. Deep about the fuel load and the flight plan to Calhoun Georgia (KCZL). During the conversation Mr. Cox believed that Mr. Deep was going to stop at the Self Serve Fuel station at the departing airport (Gainesville FL/KGNV). Mr. Cox witnessed that Mr. Deep passed the Airport Self Serve fuel station and proceeded to take off. Mr. Cox was worried witnessing this action and text Mr. Deep approximately 1213 EDT "Do hope you had a fuel stop.planned". Mr. Deep texted back at approximately 1243 EDT "If I need to I'll stop in Lagrange".

Discussion ended with concern for Mr. Deep family and reconfirmed the process for shipping N180QT maintenance manual.