

Memorandum of Conversation

Date: 7 January 2020

Time: 1100 central standard time

Conversation Including: Luke M. Keeney; Student Pilot

Conversation Regarding: CEN20LA042, N9646Q



Summary & Factual Information from Conversation:

Mr. Keeney stated that he completed an uneventful 15-20 minute flight in the airport traffic pattern with his flight instructor immediately before the accident flight. After the dual-instruction flight, Mr. Keeney did not shutdown the engine while his flight instructor deboarded the airplane on the airport ramp. Mr. Keeney then began his first solo flight by taxiing to the hold-short line for runway 16 where he completed an abbreviated before takeoff check, which included verifying that elevator trim was positioned for takeoff, carburetor heat was turned off, flaps were fully retracted, and that the fuel mixture control was full rich. Mr. Keeney acknowledged that he did not complete an engine runup before takeoff.

Mr. Keeney taxied the airplane onto the runway 16 centerline where he briefly held the brakes as he advanced the throttle to takeoff power. He stated that the takeoff roll was uneventful, and that liftoff was achieved with about half of the runway remaining. The airplane climbed to about 200 ft above the runway at which time the engine began to splutter and then had a total power loss. The propeller continued to windmill after the loss of engine power.

Mr. Keeney stated that he momentarily "froze-up" before he reduced airplane pitch to establish best glide airspeed and avoid an aerodynamic stall. He initially thought the airplane could land in a field directly south of the runway, but he subsequently determined that the airplane would not clear a powerline preceding the field.

Mr. Keeney stated that the airplane collided with trees as he maneuvered to avoid the powerline. After the accident, fuel was "raining down" into the cabin from the damaged wings. Before he exited the airplane, Mr. Keeney turned off the electrical master switch and both magnetos, repositioned the fuel selector from both to off, and pulled the mixture control knob full aft.

When asked, Mr. Keeney stated that that he did not lean the fuel mixture during taxi, and that leaning typically was only completed during cruise flight.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 7 January 2020 _