



RECORD OF CONVERSATION

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Date: May 16, 2020
Person Contacted: FAA Inspector Mike Pieczynski.
RE: CEN20LA179

Narrative:

During a telephone conversation, FAA inspector Pieczynski briefed on his observations at the accident scene (the NTSB investigator-in-charge did not travel to the accident scene due to COVID-19 restrictions). Inspector Pieczynski reported that the airplane came to rest in wooded terrain about ¼ mile short of runway 29. Multiple tree impacts and broken tree limbs were noted in the descent flight path which matched with the damage on both wings and horizontal stabilizers' leading edge surfaces.

The left wing was partially separated near the wing root and outboard of the flap control surface. The leading edge was bent, crushed, and distorted. The inboard section of the right wing was partially attached, and the outboard section, to include the aileron, was separated. The leading edge was destroyed. The empennage remained attached and display several dents and damage consistent with tree impacts.

Flight control continuity was established to the flight control surfaces and cockpit, to include; the elevator, rudder, and ailerons. The right aileron cable was separated, and the cable was broomstrawed. The flaps appeared to be partially extended, and the flap cockpit handle was down/extended. The landing gear was down, and the emergency gear extension handle was partially extended.

The replaced alternator belt was displaced from the engine driven pulley and the alternator and was found lying near the back and bottom of the engine.

Inspector Pieczynski stated that there were witnesses to the accident, and they reported the airplane stall during the final approach. The local police department was working to gather

witness statements. The airplane was going to be recovered the next day to Myers Aviation in Oshkosh, Wisconsin.