

Memorandum of Conversation

Date: June 2, 2021

Time: 1030 central daylight time

Conversation Including: David H. Freppon, Pilot

Conversation Regarding: CEN21LA240, N602NY

Duration of Call: 45 Minutes



Summary & Factual Information from Conversation:

The phone call concerned the agricultural airplane accident that occurred at a private airstrip near Trumann, Arkansas, on May 27, 2021, about 1806 central daylight time.

Mr. Freppon reported that the airplane was on takeoff roll to the south when a sudden wind gust or down draft caused the airplane to swerve left. He was unable to regain directional control of the airplane before it departed the left side of the runway and through a drainage ditch. The airplane sustained substantial damage to both wings, aft fuselage, empennage, and the engine cradle mounts. Mr. Freppon did not report any mechanical malfunctions with the airplane that would have precluded normal operation.

Mr. Freppon had reviewed the local forecast on the National Weather Service (NWS) website in the morning hours, which stated that there was a chance of thunderstorms later in the afternoon. He also reviewed the weather conditions periodically throughout the day using a weather application on his mobile phone/tablet, but the last time he had reviewed the weather application was about 15 minutes before the accident, at which time he did not observe any thunderstorms in the local area. Mr. Freppon stated that he only observed "green spots" on the west side of Harrisburg, Arkansas. Mr. Freppon acknowledged that he did not review any weather data before the accident takeoff. Mr. Freppon stated that the wind before takeoff was from the southwest about 10-15 knots and that there was an overcast ceiling about 3,000 ft above ground level. However, about 5 minutes after the accident, a significant thunderstorm was over the airstrip.

The airplane was loaded with 3,500 lbs of granular fertilizer and about 175 gallons of Jet-A fuel before the accident takeoff.

--- 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: _ June 2, 2021 _

Andrew Todd Fox

National Transportation Safety Board

Air Safety Investigator