



RECORD OF CONVERSATION

Kevin L. Otterstrom
Air Safety Investigator
Central Region

Conversation with: Mr. John Weber

Date: 07/19/2022

NTSB Accident Number: CEN22LA316, Llano TX, Piper 18 – 150, N131WK

Interview Date: 07/19/2022 @ 08:59 MDT

In a telephone conversation with Mr. John Weber, he was the pilot of aircraft N131WK on 07/12/2022.

Pilot stated that the runway that he chose to land is a grass/turf strip parallel to the paved runway 17 and 35. The runway is marked by two white tires on both sides and ends of the runway. He estimated that the distance of the runway is about 1500 feet long. (ASI researched data for the airport and there is no publish information for this runway)

He stated that he is the owner and operator of the aircraft related to the accident. His home base is located fifteen miles from the airport where the accident occurred. When he first arrived, he conducted between 8 to 10 touch and go landings, and that portion of the flight lasted about :45 minutes. All the winds were out of the south, estimating between 8 to 10 knots. He stated that those landings were all conducted into the wind.

Pilot stated that he decided to go into the FBO facility to take a break and cool off. He said that when he came back out, he refueled the aircraft and wanted to conduct 4 to 5 more landings before heading home.

As he recalled, the first landing (on the grass strip) (landing to north and into the wind on 35) “felt funny”. The pilot decided to switch to Runway 17. As he entered the right base to final, there was a three second period, where there was moderate turbulence. As the main gear contacted ground, and aircrafts tail section was still off the ground when a gust of wind from the east contacted the tail section. Pilot forcefully applied the brakes causing the aircraft to nose over and come to rest inverted.

The pilot stated that there were no issues or anything wrong with the aircraft. He also stated that he obtained weather from the WX AWOS service on the airport through the aircrafts radio. The pilot stated that he remembers that the AWOS was broadcasting winds being variable at 8 to 15 knots. There was no report about turbulence. He also stated that he had 36 gals of fuel on board the aircraft at the time of the accident.

Taken by,

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End of conversation.