



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 08/04/2022

Person Contacted: Gregory Thurston (FAA Minneapolis FSDO – Aviation Safety Inspector)

NTSB Case Number: CEN22LA353

Narrative:

The following is a synopsis of the information provided by Gregory Thurston to the NTSB investigator-in-charge, via a telephone conversation:

- Gregory traveled to River Falls, Wisconsin, to examine the airframe and the engine the day after the accident on July 30, 2022. The airplane, N1557S (Sonex Aircraft – Sonex airplane, equipped with a Revmaster R-2300 engine) came to rest in a grass area, next to a ditch.
- The airplane sustained substantial damage to the right wing and the fuselage. The right wing impacted a traffic sign, and the spar was damaged. The bottom of the fuselage, near the rudder pedals, was damaged from the impacting the ground.
- Flight control continuity was established for the airframe.
- There is only one fuel tank onboard the airplane, located forward of the instrument panel. The fuel tank did not sustain impact damage and it was not breached. The fuel cap, which appeared normal, was found installed properly. No fuel was observed inside of the fuel tank. The fuel tank drain plug was removed, and no fuel came out.
- There were no signs of a fuel leak on the airframe and on the engine.
- There were no signs of a fuel leak or spillage on the ground such as with vegetation blighting. There were no odors of fuel at the accident site.
- The airframe and engine fuel lines were found intact.
- Airframe to engine control continuity was established.
- The engine case, cylinders, and accessories appeared to be intact.
- There were no fuel records or receipts found onboard the airplane.
- There were no preimpact mechanical malfunctions or failures noted with the airframe and the engine.

**** Nothing Follows ****