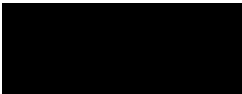


Mitchell Gallo
Senior Aerospace Engineer
Aviation Safety

Date: 10/20/22

Subject: CEN23LA012

Contact: George Madelen, pilot, cell: 

George Madelen stated during a telephone conversation the following. When asked why he stated in his email statement to Federal Aviation Administration Inspector Bobby Warren that there was a loss of power, Mr. Madelen said that it “felt like it was winding down,” and “it was not flying like an airplane.” When asked what the manifold pressure and engine speed gauge indications were at the time, he said he did not know because he did not look at the gauges because the airplane was about 100 ft. above the ground, and the airplane was descending. When asked what the flap setting was at the time of the accident takeoff and if he changed the flap setting after liftoff, he said that he used the first notch of flaps since that provides the highest climb rate, and he did not subsequently change the flap setting. When asked if the stall warning sounded, he said it did not and that he was going to have the stall warning checked during the next annual inspection since it did not function when he practiced aerodynamic stalls in May 2022. He said he did not fly the airplane since that time due to aviation fuel prices. He said the airplane stalled during the accident flight.

Mitchell Gallo
Senior Aerospace Engineer
Aviation Safety

Date: 11/04/22

Subject: CEN23LA012

Contact: George Madelen, pilot, cell: 

George Madelen stated during a telephone conversation the following. He said that he changed fuel tank selections to the left main fuel tank while the airplane was on the downwind leg for the landing at K81 that preceded the landing prior to the accident takeoff. He said after the fuel tank selection, there was no change in engine performance. He said that he touched down "pretty abruptly," and the touchdown was "probably outside the first 1/3" down runway 3. He said that the airplane lifted off the runway about 2/3 down runway 3. He said the engine noise never ceased after he thought there was a loss of engine power, but he was wearing Bose noise cancelling headsets. He did not remember the engine noise getting quiet. He said the engine did not sputter like previous occasions when the engine ran out of fuel.