



RECORD OF INTERVIEW

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: February 13, 2014
Person Contacted: Dr. H. Kyle Gay
NTSB Accident Number: ERA14LA105 Millen, GA

Narrative:

Dr. Gay provided a written statement with regards to the accident listed above, and was later interviewed by telephone. The following is a summary of the interview.

Dr. Gay said he was on his way to do some training and decided to use his airplane to travel with, rather than his car.

He said, "When I taxied out, I did my regular run-up, I got a symmetrical mag-drop, and the engine sounded like it was running smoothly, so I had no concerns. When I first started it up, I taxied out, ran it up, and let it run while I made a couple of phone calls, and so it ran for at least 10 minutes before I realized that I had left something in my truck."

"So I taxied back, my wife retrieved the item from my truck, and then handed it to me through the door while the airplane ran. So then I taxied back into position for takeoff. I did the before takeoff by the checklist; I do have a checklist there."

Dr. Gay was asked specifically about the Before-Takeoff checklist, and if he remembered moving the fuel selector to the "proper tank" as directed. His recollection was that he did not. He said that he remembered the fuel level in each tank was "pretty even" and that he "didn't have a reason" to move the selector.

Dr. Gay was asked if he could have bumped the fuel selector while retrieving the item from his wife, or possibly repositioned the fuel selector by rote, and he replied, "Well, it's certainly possible, I mean, anything's possible but I don't remember doing it."

The airplane would always start fine, run-up fine, nice and smooth, but you know, I could never get more than 120 knots out of it. Then, when I would climb above 4,000 feet, I couldn't get

more than 200-300 feet per minute rate of climb. Then, I couldn't get more than 8,000 feet out of it. My friends would say, "No, you should get a whole lot more out of it."

I've had the airplane for 6-7 years, and while I never had a problem with it, it just never performed that well. Then I put the three-bladed prop on it, and it got worse. That's why I was thinking of upgrading.