



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: February 28, 2014
Person Contacted: Mike Pupek, FAA FSDO, Atlanta, GA
NTSB Accident Number: ERA14LA137

Narrative:

Mr. Pupek was interviewed via telephone. He stated that according to witnesses, the pilot had been performing touch-and-go landings on runway 28. Shortly after takeoff, as the airplane turned on a right crosswind leg of the airport traffic pattern, it stalled about 100 feet above the ground. The airplane then descended nose down and impacted a grass area off the side of the runway. The pilot and passenger were seriously injured in the accident.

Mr. Pupek examined the wreckage and did not observe any preimpact mechanical malfunctions. He confirmed flight control continuity from the cockpit controls to their respective control surfaces. He also noted that the right elevator cable had been pulled from its turnbuckle at the elevator, consistent with overstress. Mr. Pupek was able to rotate the propeller about 90 degrees. Impact damage to the cylinders precluded him from rotating the propeller through 360 degrees. Mr. Pupek further stated that although the fuel tank was compromised, he observed evidence of fuel at the accident site.