



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

September 25, 2014

Subject: Telephone conversation with Mr. Nicholas Matlock (FAA inspector)

Persons on Telephone Call: Mr. Matlock (FAA Inspector) and Shawn Etcher (self)

Mr. Matlock was asked to describe the airplane as he saw it. He stated the following:

- The airplane had been recovered to a hangar prior to his arrival
- The pilot is in critical condition
- The airplane impacted the ground in a nose down attitude between the runway and parallel taxiway
- The left wing tip (about one-half span) was impact damaged in the up and aft direction – similar to a left wing down at impact condition
- The nose section was impact damaged in the up and aft direction – similar to a nose low condition
- Flight control continuity was confirmed from the cockpit controls to all flight control surfaces.
- He has several eyewitness reports which he will send to the IIC
- He has several photos which he will send to the IIC
- The previous owner provided the maintenance records and the airplane flew 0.3 hours since inspection
- The previous owner explained to him that the pilot was not able to keep the nose wheel on the ground which is a sign that it is too far aft cg
- The pilot estimated weight was about 150 pounds according to the witnesses
- The airplane had 10 gallons of fuel on it
- The witnesses reported the engine operating at or near full power
- Witness reported that the pilot was a World War II pilot who flew tail wheel airplanes in the war. He had not flown a Challenger but "no I can fly it"

-END-