



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 22, 2015

Person Contacted: Arthur Strauss, FAA FSDO, Allentown, PA

NTSB Accident Number: ERA15LA366

Narrative:

Mr. Strauss was interviewed via telephone. He stated that the propeller did not exhibit damage consistent with rotation. The airplane appeared to land right wing low in a soybean field, resulting in damage to the right wing and a right main landing gear collapse. The airplane came to rest inverted. Mr. Strauss noted an odor of fuel at the accident site, but could not access the fuel tanks or confirm fuel continuity due to the disposition of the wreckage. He also observed that the gascolator had separated during impact. He planned to further examine the wreckage after its recovery from the field.



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Date: September 24, 2015
Person Contacted: Arthur Strauss, FAA FSDO, Allentown, PA
NTSB Accident Number: ERA15LA366

Narrative:

Mr. Strauss was interviewed via telephone. He stated that when the airplane was uprighted and recovered, he noted that both fuel tanks were almost full.



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Date: January 18, 2016
Person Contacted: Mark Moser, Bally, PA
NTSB Accident Number: ERA15LA366

Narrative:

Mr. Moser was interviewed via telephone. He stated that he was working on a farm near the accident site at the time of the accident. He was operating a skid-loader at the time, and could not hear the airplane's engine noise or the lack of it. He watched the airplane fly in a 90-degree right bank turn for about 10 seconds, "wingtip to wingtip," as it maneuvered underneath powerlines and in between two utility towers. After passing under the powerlines, the airplane leveled and impacted the ground.