

Date: April 15, 2016

To whomever it may concern (Tim Monville),

As per your request I am writing a formal description of conversation that occurred between myself and the maintainer, Don Ford, who completed my annual inspection prior to the crash landing incident of my Cessna Skylark, tail number N8115T. After the crash landing when I was brought to Singing River Hospital in Pascagoula, MS I was met by Don Ford in the waiting area of the Triage department. During the time that elapsed while waiting for the Doctor, Don Ford and I were discussing probable causes for the malfunction that occurred. The Fuel Selector knob was mentioned and contemplated as being a possible issue due to the fact that the person who removed it was not the same person who re-installed it. Don said that this was concerning and that he would improve the tracking of parts removed and re-installed during aircraft maintenance in the future. At one point Don mentioned that at some point during maintenance when I was not present, he manipulated the Mixture Control knob while the engine was running and noticed that the engine died off quickly, implying some abnormality with the function of the mixture control. At the time I did not question him and due to the shocked state I was in because of the accident I did not challenge him as to why he would not have told me prior to flying the plane that the mixture was a concern to the operation of the aircraft. It would have been helpful and beneficial to know this information beforehand as it would have allowed me the opportunity to check it in flight when over an airfield and diagnose the mixture control in an environment where I could put the plane down safely with no damages or injuries.

Sincerely,

A black rectangular redaction box covering the signature of Adam C. Guarno.

Adam C. Guarno

15 APR 2016