

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1:00 PM	DATE 12/20/2016
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Antonio Gonzalez-Santiago FAA Investigator FSDO SO-15 Office		SO 15	ANG
Dale Duane Fish Pilot and owner of N410BC Personal Residence			
SUBJECT Initial interview with Pilot of N410BC about Accident on December 17, 2016.			
DIGEST I contacted Mr. Fish via telephone on the afternoon of December 20, 2016, after he was released from the hospital. I introduced myself as the FAA Inspector in charge of the Investigation of the accident he experienced on December 17, 2016. Mr. Fish stated he felt OK under the circumstances but was doing good overall. I proceeded to inform him that an investigation was underway and he stated he wanted one since he wanted to know what happened to his engine I asked for a verbal synopsis of the events so I would have an idea of the situation. He stated that he was flying at about 1200' AGL when the engine quit. He was running the engine in the left fuel tank, as he always accustoms to. He stated that he likes to operate that way because he never has to remember to change the tanks selector. When the engine quits, is time to switch fuel tanks and re-start the engine. I asked if that is what is recommended by the POH and he said that he could not remember but that was the way he always did it for so many years. I asked about his pilot certificate number and he mentioned he did not remember it by memory. Asked about his last medical and he thought about it for a few moments and he responded he did not have a current one. I asked why he did not have a current medical and he said that it was denied by OKC some years ago but he was going to get it back. (Continue Back Side)			
CONCLUSION, ACTION TAKEN, OR REQUIRED An email was composed on December 20, 2016 at 14:34 and sent to Mr. Fish with the items necessary to continue the investigation. Mr. Fish responded at 16:58 via e-mail that he had received my e-mail with the requests.			
DATE 12/20/2016	TITLE Principal Maintenance Inspector	SIGNATURE	

He did not elaborate about the reason it was denied after I asked him. I asked him if he understood the requirement for a pilot to possess a current medical while as the pilot in command and he said he knew. He mentioned he was not feeling too good at the moment and wanted to terminate the interview. I explained to him that I needed to collect some documents from him like copies of airman certificates, medical certificates, aircraft log books, personal identification, etc. I requested he compose a written statement signed by him about the events he experienced before, during and after the accident. I agreed to terminate the call and asked him for his e-mail address so we may continue in communications and he provided his current address and I mentioned an e-mail with my full contact information and the required documentation needed will be sent and I would be calling back to set up a personal interview. He agreed to the interview and that I could call him the following week to set up the date of the interview and he would have all the documentation ready. He also stated he will look at the e-mail and said he would get back to me soon.

Telephone call was ended at 1315 hrs. Local time.