



MEMORANDUM FOR RECORD

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March 8, 2017

Subject: Excerpt/Summary from FAA Inspectors (Paul Meyer) e-mail brief.

An interview with the pilot and the Pilot's family revealed the pilot had accumulated about 5,500 total hours of flight experience, of which approximately 7 hours were in the accident airplane. He accrued approximately 50 total hours of flight experience in the year before the accident, of which 0 of those hours were in the accident airplane.

The pilot held a current 3rd Class Medical certificate and his last flight review had been conducted in February 2016.

The pilot was interviewed on February 24th and he provided the following information: The pilot stated that he would occasionally run the aircraft but would not fly it. The pilot stated on the day of the accident that he decided to take the aircraft around the pattern one time. He also stated that he conducted a preflight inspection which included "sticking" the fuel tanks to ensure that he had enough fuel to conduct the short flight. The pilot said that he remembers conducting a normal run up prior to the departure roll, and that he remembers rolling down Runway 27 and rotating but does not remember anything after that until he woke up in the ambulance after the accident. He does not remember if he had retracted the landing gear and does not remember the engine running rough or quitting. During the onsite investigation, an adjuster from the Pilot's Insurance agency stated the insurance policy required that the Pilot have a safety pilot on board while he was acting as Pilot In Command.

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