



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

April 6, 2017

Subject: Record of telephone conversation with Federal Aviation Administration (FAA) inspector Robert Reynolds, at the Charlotte, North Carolina FAA flight standards district office.

Mr. Reynolds examined the airplane on May 30 and again on April 6, 2017. On May 30, the right fuel tank was found to be empty and the left fuel tank was nearly full. (the pilot had said that farmhands began defueling the airplane after the accident). There was no gust lock installed in the control yoke or found in the airplane. The wing flap control handle was in the UP position and the flaps were found in the up position. The fuel selector was in the off position. The carburetor heat was off, the throttle was full open or nearly so, the propeller lever and mixture controls were fully forward.

The right wing was crushed and bent aft, outboard of the wing strut. The right aileron and flap were damaged. The left wing was crushed aft near its root. The outboard section of the right horizontal stabilizer sustained impact damage consistent with striking a fence post, the right elevator balance horn was fractured and nearly separated from the elevator. The firewall and forward fuselage were buckled.

<end>