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Mr. Fletcher stated that the pilot had performed his first solo flight [approximately] "a couple weeks ago". Mr. Fletcher stated that the pilot had authorization to fly locally [66Y only]. Mr. Fletcher stated that he had provided one additional instructional flight since the pilot's first solo, that was about a week ago; and he believed the pilot had performed approximately 5 subsequent solo flights since the first solo.

Mr. Fletcher described the pilot as very conscientious. When asked about the pilot's pre-flight actions/conduct, Mr. Fletcher stated that the pilot would always sump/sample the fuel; he also stated that the pilot would even capture/sample the fuel from the engine fuel drain tube.

Mr. Fletcher referenced his phone to confirm that on the day of the accident, the pilot texted him at 5:41am and stated that he was going to fly around 6:15am. Mr. Fletcher responded via text "great".

When asked about refueling history, Mr. Fletcher stated that he believed that the aircraft was last refueled on Tuesday (June 19); he believed it was a top-off.

ASI Woodcock made a formal request for refueling records for the last month for the airport. Mr. Fletcher (as a board member of the airport) stated that he would provide the fueling statement for the airport once it was produced. He stated that it might take a few days for any refueling data [from June 22] to post.

ASI Woodcock then requested to see the maintenance (MX) records for the aircraft. ASI Woodcock took pictures of several entries to include the last 3 years of annual inspections. It was noted that the last Annual Inspection was dated 10/01/2017 (Hobbs" 3043.8, Tach: 4832.8).

ASI Woodcock thanked Mr. Fletcher for his time, and suggested that the NTSB IIC would likely want to ask some additional questions. Mr. Fletcher was agreeable to that.

Interview ended at 14:50.

-----End of statement-----