

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 8:50 AM	DATE 06/23/2018
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. John Fletcher		ROUTING	
		SYMBOL	INITIALS
Diamondhead Airport (66Y)			
SUBJECT N7239Q Accident			
DIGEST My name is Inspector Mallory D. Woodcock, and this documents the interview conducted by NTSB IIC Brian C. Rayner, with with Mr. John Fletcher (Certificate # [REDACTED]) on 06/23/2018, reference the accident of N7239Q. Party members from Lycoming and Textron Aviation were present. IIC Rayner explained the role of the NTSB, FAA and other parties during the course of the investigation. IIC Rayner confirmed that Mr. Fletcher was both the owner of the aircraft and the [student] pilot's flight instructor. Mr. Fletcher stated that he was in the process of selling the aircraft to the student. Mr. Fletcher stated that the student was an engineer; and was very conscientious. IIC Rayner confirmed with ASI Woodcock that the student had amassed approximately 165 hours of flight time (as documented in the pilot's logbook recovered from the accident site). IIC Rayner inquired as to why the pilot had not become certificated as a private pilot yet. Mr. Fletcher stated that the student initially had trouble with landings. Mr. Fletcher further stated that the student was to standard "academically". Regarding his landings, Mr. Fletcher stated that a couple of weeks ago "it just clicked". IIC Rayner asked whether he was proficient in cross-winds. Mr. Fletcher confirmed that the student was proficient in cross-winds.			
CONCLUSION, ACTION TAKEN, OR REQUIRED N/A			
DATE 06/25/2018	TITLE Aviation Safety Inspector	SIGNATURE  Digitally signed by MALLORY WOODCOCK Date: 2018.06.25 10:21:58 -05'00'	

IIC Rayner asked if Mr. Fletcher knew whether or not the student had a portable GPS. Mr. Fletcher was unsure, but said that the pilot did have an ipad.

Mr. Fletcher stated that the student had texted him early that morning indicating he was going to fly; it was his expectation that the student was to remain in the traffic pattern. IIC Rayner asked about the student performing "touch and goes". Mr. Fletcher stated that the student was "not supposed to perform touch and goes". Mr. Fletcher suggested that they only ever perform full stop landings with taxi back(s).

Following a question from the Lycoming party member, Mr. Fletcher confirmed that the aircraft "lived outside"; and that this was the first flight of the day.

IIC Rayner then verbally reviewed preliminary radar data (textual account). IIC Rayner stated that radar data appeared to show that four (4) traffic patterns were performed; radar data suggested that each traffic pattern lasted approximately 9 minutes; and that the accident occurred on the fifth traffic pattern.

IIC Rayner confirmed with Mr. Fletcher the request [made by ASI Woodcock] for fueling history at 66Y.

IIC Rayner then instructed the Lycoming and Textron Aviation party members to review the maintenance records and pilot log book. Once completed, IIC Rayner confirmed that the pilot logbook could be transferred to Mr. Fletcher.

Interview ended at 09:25am.

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