



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Memorandum of Record

Who: Matthew Pinkerton, Lt. Colonel USAF

Date: December 3, 2019

In a telephone conversation, Lt. Col. Pinkerton stated that he was a friend, neighbor, and co-worker with the pilot, Matthew Platt. They flew together in the USAF and he also flew with Mr. Platt in the accident airplane. Lt. Col. Pinkerton said that he was there when Mr. Platt first looked at the airplane with the intention of buying it. The airplane was equipped with a tailwheel, so Mr. Platt had to get a tailwheel endorsement. He said Mr. Platt hired a flight instructor in 2017 to fly the airplane with him from Palatka, Florida, to Milton, Florida, where he was based.

Lt. Col. Pinkerton recalled that Mr. Platt had replaced the engine's magnetos and later had the electronic magnetos installed. He said that from the time the electronic magnetos were installed, they never seemed to work properly, and Mr. Platt was constantly having them worked on. There was a time when he and his mechanic were unable to start the airplane with the new magnetos. Lt. Col. Pinkerton also added the following:

- 1). Buddy Cottom was Mr. Platt's mechanic, and had a key to his hangar.
- 2). Mr. Platt never mentioned anything about water in the fuel system.
- 4). Not sure if the airplane was ever left outside. Most likely in his hangar.
- 5). Mr. Platt did not have a lot of time in the airplane. He had been deployed.
- 6). It was not normal for Mr. Platt to make steep climbs on takeoff.
- 7). About 3 weeks before the accident, Mr. Platt reported that he had to reject a takeoff due to loss of engine power. But he never said what caused the the loss of power.

Leah D. Read, Sr. ASI