



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 1, 2022
Person Contacted: Travis Brown
NTSB Accident Number: ERA22LA333

Narrative:

Mr. Travis Brown of Atlanta Air Salvage contacted NTSB by phone on July 28, 2022 at 1304 EDT. He called from [REDACTED] He provided an e-mail address of [REDACTED]

He was in the process of recovering the airplane (N6020M) and because of poor reception he had to walk some ways away from the airplane to get cell phone coverage. He was asked to obtain the following because the FAA had not been on-scene:

1. Take fuel samples from each main fuel tank into clean glass jars, label and secure them.
2. Drain each fuel tank into a clean container, label, segregate and secure.
3. Check the flight controls for roll, pitch, and yaw before removing the wings.
4. Photograph the fuel selector and throttle quadrant.

Mr. Brown contacted NTSB the same day at 1617 EDT. He called from the same number and indicated that the flight controls for roll, pitch, and yaw checked good. They drained between 10 and 14 gallons of blue colored fuel consistent with 100 low lead from the left wing fuel tank. He indicated that the airplane was resting in a left wing low attitude. He did take samples from both fuel tanks though the right tank only had residual fuel. He surmised the right wing having only residual fuel was because of the resting position of the airplane. Both wing tank fuel samples were free of contaminants. He did take photographs of the fuel selector and throttle quadrant. The wings were removed at the time of the call and he estimated they should be at the pilot's hangar about 1715 EDT.

The call end time was 1621 EDT.

The digest was e-mailed to him for review on August 1, 2022. He replied the same day at 1819 EDT with, "Looks correct to me Tim, thank you." The FINAL digest was e-mailed to him on August 2, 2022.