



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
General Aviation Accident Investigation Division (AS-20)

Date: September 30, 2015
Person Interviewed: Mr. David Meyers (Pilot)
NTSB Accident Number: GAA15LA284

Narrative:

The following is a synopsis of the information provided by Mr. Meyers in an interview conducted at the Harborview Medical Center in Seattle, Washington.

- The airplane is a Champion 7ECA, N9132L. The pilot, Mr. David L. Meyers, was the sole occupant.
- Mr. Meyers was conducting a personal flight for building up his tailwheel time. Mr. Meyers reported that he has about 30 hours of tailwheel time.
- Mr. Meyers reported that the accident occurred on 9/20/2015 around sunset at the Talkeetna Airport (TKA) in Talkeetna, Alaska.
- Mr. Meyers reported that he was conducting stop-and-go landings and touch-and-go landings in the local traffic pattern. Mr. Meyers reported that no flight plan was filed. Mr. Meyers reported that he departed between 1400 and 1500 (Alaska daylight time) for the flight.
- Mr. Meyers reported that during the takeoff after a stop-and-go landing, at tree line height, the engine stopped. Mr. Meyers reported that he checked the mags, and 6 to 7 seconds later the airplane was in the trees. Mr. Meyers reported that he had sudden stoppage with the engine. Mr. Meyers reported that he heard no cough, and he didn't notice any reduced revolutions per minute (RPM) indications with the engine.
- Mr. Meyers reported that after the airplane impacted the trees, he turned off all of the cockpit switches, he began the cockpit evacuation process, and he then made a phone call to a family member.
- Mr. Meyers reported that before the flight, he topped off both fuel tanks.
- Mr. Meyers reported that during the flight, the engine ran rough a few times. Mr. Meyers reported that he noticed one time in flight that the engine dropped a couple of hundred RPMs, but then the condition went away.
- Mr. Meyers sustained serious injuries from the accident. He is currently in the hospital with an unknown discharge date.
- Mr. Meyers verified that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.