

**RECORD OF CONVERSATION**

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

Tom Leonetti (Federal Aviation Inspector)

Tom travelled to Specialty Aircraft in Redmond OR and looked at the disassembled aircraft. He did exam the brakes on the aircraft and they were intact and both wheels turned freely. Although he could not operate the brakes with the pedals. The owners of Specialty Aircraft had launched to recover another aircraft before he arrived, so I did not have assistance from them, and did not interview them.

Brett Mills (Specialty Aircraft)

Indications on the runway (skid marks in the crushed rock) indicate that the left brake was working, but nothing to grab due to the looseness and depth of the gravel surface. The nose wheel rolled but still dug a trough, right wheel only touched down a few times, appears to have been in the air most of the time.

Larry Booher (mechanic)

Was hired to do the repairs/maintenance on airplane after accident. He stated that the brakes were flat (not dragging) and the owner had indicated to him that the airplane was operating normally. There was no hydraulic fluid in the system.

Damage Assessment from insurance company:

The aircraft right wing tip hit a bushy tree (not the trunk) resulting in the plane departing the runway into a soft pile of dirt where the nose wheel tripped the aircraft and it flipped over apparently on the spinner, and partially on the left tip. It landed inverted on top of a steel and wood posted barbed wire fence and soft grass. Once inverted it appears that the aircraft did not slide at all. We did not have good access to the top of the cabin, cowl, and wings. The damages we observed were as follows:

- Propeller strike, blades chipped but not bent
- Spinner crushed
- Nose wheel set to right, wheel pant damaged beyond repair
- Cowl appears undamaged top bottom and nose bowl
- Fuselage: RH bottom, fwd of leading edge of stabilizer, dent in (possible preexisting)
- Left main wheel pant scraped and torn
- Left side windshield, glare shield, and trim damaged by fence post
- RH wing
 - o Aft wing root crushed;
 - o RH flap inboard side bent;
 - o RH wing bottom surface rippled;
 - o RH Wing tip torn off (fiberglass);
 - o Aileron appears undamaged;

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- LH Wing
 - o No wing root damage seen;
 - o Top surface of left wing shows wrinkles. None observed on the bottom;
 - o Wing tip bent and torn back to the bulkhead in line with the outermost aileron hinge;
 - o LH Flap has a small hole on the bottom (fence post);
 - o LH Aileron appears undamaged;
 - o STOL stall dam partially torn free;
- RH Stabilizer: Small dent on bottom
- RH Elevator: Brush scratches, not damage observed
- LH Elevator and Stabilizer no damage seen
- Vertical Stabilizer: Compressed and bent, RH & LH
- Rudder: Top plastic section counter balance area cracked and broken
- Fuselage: Right bottom, in line with the leading edge of the stabilizer, on the turn of the hull there was a dent (possible pre-existing)
- No firewall damage seen
- Aft right window: Repaired, “stitched” together by A&P, pre-existing
- One belly antenna (fin) pre-existing damage, disconnected per insured