



RECORD OF CONVERSATION

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Date: July 28, 2017
Persons Contacted: Derek M. Oaks (Pilot of Accident Airplane)
NTSB Accident Number: WPR17LA163

Narrative:

During a conversation with Derek M. Oaks, the following is a summary of what he stated:

- Usually flies about 1 week of the month with Blue Air Training.
- On the accident day, he landed that morning at LAS and took an Uber ride to Henderson.
- At Henderson, he was informed that maintenance would need an engine run.
- He ate breakfast, took a short nap, and then checked weather, NOTAMS, and made some calls.
- Maintenance now said they were ready for the engine run.
- He gathered his gear and sat in a truck until he climbed in the airplane about 1100.
- He performed the engine run and cycled the flaps several times.
- He went back in the truck and then exited about 1140, for engine start.
- The preflight and taxi were uneventful, and he ran his normal checks.
- At the runway he ran his engine check at 90%, then went to 100%, and released brakes.
- Just prior to the 4,000 ft board, he rotated late at 105 knots.
- The rotation was normal.
- However, as the airplane came off the runway, it did not want to fly.
- At 115 knots, he lowered the nose a little.
- The airplane climbed a little and he raised the gear but left the flaps where they were.
- The airplane was not climbing or accelerating.
- He said that he was riding this one in.
- He pointed the airplane straight ahead and belly in.
- The airplane clipped a road and ripped off the tanks.
- He opened the canopy and unstrapped.

- He noticed flames on the right side of the airplane.
- He climbed and ran away to the north.
- The airplane maintenance forms, TOLD, and items carried on the airplane were discussed.