



RECORD OF CONVERSATION

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: July 31, 2017
Persons Contacted: Mike Sedlock (A/P Mechanic, Launched Accident Airplane)
NTSB Accident Number: WPR17LA163

Narrative:

During a conversation with Mike Sedlock, the following is a summary of what he stated:

- He provided ground launch support for the accident airplane on Monday, July 24th.
- Initially Jon and he worked on replacing the flap control.
- The repair took about an hour to accomplish.
- The accident pilot was asked to perform an engine run to check the flaps and for leaks.
- Jon who was assisting him, was underneath the airplane looking for leaks.
- They had the pilot run the flaps up, half flaps, and flaps down about 7-8 cycles.
- When completed the flaps were in the full up position.
- The airplane was refueled to wings and tips full and 50 gallons in each external tank.
- The preflight was uneventful.
- After engine start the pilot ran through speed brakes, flaps, and flight controls checks.
- The flaps were full down when he taxied out.
- He said the pilot would set the takeoff flaps prior to takeoff, at the end of the runway.

- The fuel caps were checked.
- All the airplane covers were accounted for.
- He observed the airplane taxi and takeoff.
- He was off the ground about where Maverick Helicopters is.
- He saw the airplane gear go up at about 20 ft agl.
- He said all the gear went up.
- The airplane was observed to climb a little more (about 35-40 ft agl) and then leveled off.
- He said, "the airplane did not look right."
- He saw the airplane clear the airport fence and then settle towards the ground.
- The airplane was straight and level, and he observed no wing drop or nose porpoise.
- The engine sounded normal.
- There was no smoke or leaks on the airplane he observed during takeoff and climb
- He saw the explosion and went to the accident site.



RECORD OF CONVERSATION

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Date: July 28, 2017

Persons Contacted: (John Pierson, A/P Mechanic, Assisted Repair on Accident Airplane)

NTSB Accident Number: WPR17LA163

Narrative:

During a conversation with John Pierson, the following is a summary of what he stated:

- He is a full-time mechanic at Blue Air Training.
- Has been employed with Blue Air Training since April 2017.
- They took the flap actuator off another airplane and installed it (167).
- The repair consisted of changing 5 Hydraulic lines and 2 bolts and took about 45 minutes.
- They asked the accident pilot to perform an engine run to check the flaps and for leaks.
- They had the pilot run the flaps up, half flaps, and flaps down about 7 cycles.
- The airplane was refueled with 234 gallons. Wings (158 Gals) and tips (45 Gals) full and 50 gallons in each external tank.
- Visually would check tanks to about 1 inch below the top.
- The oil quantity was full.
- He observed the pilot perform the walk around inspection.

- He observed the airplane taxi and takeoff.
- As the airplane taxied, he stated that the flaps were full down.
- The takeoff looked normal, but the airplane stayed low.
- He saw the airplane gear go up at about 20-25 ft agl.
- The airplane continued to climb to about 75 ft agl.
- He said that the airplane did not look like it was accelerating.
- He saw the left wing dip and the airplane “pancaked” down.