



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: August 14, 2018
Person Contacted: Mr. Destin Hinton (Federal Aviation Administration Inspector)
NTSB Accident Number: WPR18LA217

Narrative:

During a telephone conversation with Mr. Hinton he reported the following:

- First responders reported that they were contact by a pilot who landed shortly after the accident occurred.
 - They arrived on scene at about 0906, and the engine was still operating.
 - They could not shutdown the engine because the controls were severed. The engine finally stopped running on its own at about 0925.
- The airplane had a total of 17.1 hours. It was recently finished in March 2018
 - As part of the phase one check it needed 10 hours in restricted airspace. Therefore, it only had 7.1 hours of unrestricted access.
- The airplane came to rest in the dirt about 35 feet from the edge of the runway surface.
- The nosewheel was fracture separated and the airplane came to rest in a nose down attitude.
- The forward fuselage was bent towards the left and the cabin area exhibited rotational damage.
- Both the left and right wing exhibited upward crush damage to the wingtips
- The tail was mostly undamaged.
- The cabin and fuselage structure were twisted, and the fabric was ripped in various locations throughout.
- He examined the airplane and control continuity was established throughout the airframe. In addition, the controls were accurate.
- The airplane impacted about 2,400 feet from the end of the runway.
- He provided the below photographs of the airplane.

END.

Submitted by: Samantha Link



Figure 1: Damage to Runway and Adjacent Dirt



Figure 2: Damage to Runway Edge



Figure 3: Disturbed Dirt



Figure 4: Right Side of Airplane



Figure 5: Left Side of Airplane



Figure 6: Left Side Forward Fuselage



Figure 7: Forward Fuselage

END OF PHOTOS.