



RECORD OF CONVERSATION

Date: December 10, 2018

Person Contacted: Mark F. Jurash (pilot-in-command of N734FT)

Subject: Telephone interview concerning accident sequence and cause
WPR18LA262, St. Johns, Arizona September 15, 2018

In a telephone interview with Mr. Mark F. Jurash on December 10, 2018, the pilot-in-command of the accident airplane, N734FT, the pilot reported that there were no mechanical anomalies with the airplane or engine prior to the accident. When asked what he thought was the cause of the accident, Mr. Jurash said that he felt it was most likely due to density altitude.

Thomas M. Little
Senior Aviation Accident Investigator
National Transportation Safety Board
Western Pacific Region
Federal Way, Washington



RECORD OF CONVERSATION

Date: December 10, 2018

Person Contacted: Randy Rue (owner of the airplane - right front seat passenger)

Subject: Telephone interview concerning accident sequence and cause
WPR18LA262, St. Johns, Arizona September 15, 2018

On December 5, 2018, in a telephone interview with Mr. Randy Rue, the airplane's owner and rated pilot who occupied the right front seat that was equipped with dual flight controls, Mr. Rue reported that during the initial climb out from runway 14, and at a low altitude, the stall warning horn sounded. At this time the left seat pilot-in-command said to the pilot/owner, "You better take it," which was almost immediately followed by the airplane colliding with a stand of cottonwood trees. The airplane subsequently came to rest inverted, with substantial damage to both wings, the forward fuselage, and empennage. The owner stated that they had just "topped off" both fuel tanks prior to departing. The pilot also stated that he thought the accident was the result of density altitude.

Thomas M. Little
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