



## RECORD OF CONVERSATION

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All persons listed were interviewed by Zoë Keliher:

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The following is a summary of conversation:

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### WITNESSES

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SEAN MULLIGAN [REDACTED]

Mr. Mulligan stated that he was employed by the fire station at the end of runway 14. He observed the airplane depart with a high angle of attack as though it was "hanging on the propeller." He estimated the airplane was about a wing span above the runway.

BRYANT DAILY [REDACTED]

Mr. Daily stated that he is employed by Desert Skies, where the pilot received fuel. He stated that the pilot went to the self service after landing. Thereafter the airplane departed from runway 14. He witnessed the airplane while it was mid-field and thought that it appeared slower than normal and was low in altitude (about 50-60 feet agl at most). He thought the engine was running abnormally [not well] and after gaining some altitude settled lower. He thought the airplane never got above 100-150 feet agl. The airplane then made a sharp left turn, stalled, and spun into to the ground.

ALAN HALBERSON [REDACTED]

Mr. Halberson stated that he landed at Lake Havasu Airport just before 1600. He was unloading at the Lake Havasu Service Center and noticed that a Cessna Cardinal was departing. He noticed the airplane because of the sound the engine was emitting which he thought sounded abnormal. He stated the sound was akin to what he would think of not making full power as if running on only one magneto. He only witnessed the airplane at the beginning of the departure roll when still on the ground after it disappeared out of his sight and behind buildings.

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### OTHER

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ANNA VAN DYKE

The pilot's spouse stated that they purchased the airplane in 2013. They lived in Texas and had recently moved to Bull head City, Nevada in October 2020. They had recently made a three week cross country flight where he flew the accident airplane over 50 hours. During the trip the pilot had to replace the alternator because the airplane was not starting. Additionally, after the trip the pilot replaced a cylinder because the engine was "not acting right." After replacing the cylinder he had problems with the vacuum system and determined that there was a plug that was not sealed. The vacuum problem was diagnosed from the instruments not working correctly. After plugging that

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port the problem seemingly resolved itself. He flew the airplane approximately two times after that maintenance.

On the day of the accident, the pilot went to his hangar around 0900 (an approximate 25 minute drive from his residence) and planned to do maintenance on the nose wheel and fly to get fuel in Lake Havasu. She estimated the pilot finished the maintenance around 1515 and departed shortly thereafter. The pilot was planning to fill the fuel tanks for their upcoming trip to Reno, Nevada and there was no fuel available at the home base airport. She estimated the pilot had refueled at Lake Havasu on 3 to 4 occasions.

She noted that the pilot was replacing the nose gear bushings because the airplane had been vibrating on takeoffs and landings. The pilot would often perform his own maintenance. He would fly with a knee board and an iPad in front of him. After asking leading questions, she stated that the pilot would normally manipulate a lever during takeoff which was assumed to be the flaps. She additionally said that she had heard the stall horn on several occasions which the pilot said that they did not need to worry about on takeoff.

DON WATTERS [REDACTED]

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The airplane's logbooks indicated that Mr. Watters was the last mechanic (airframe and powerplant with inspection authorization) to perform an annual inspection. He stated that during the compression check the Nos. 2 cylinder was getting 58-60 psi and so the pilot reamed the exhaust valve guide (the remaining cylinders were all getting above 72/80). The exhaust valves were susceptible to coking and therefore the pilot was performing the Lycoming service bulletin every 300-400 hours to ream the cylinders. The pilot had a camera to look inside the cylinders and believed he cut the oil filters open when doing a oil change.

BURT MORITZ [REDACTED]

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Mr. Moritz was the pilot's friend and had a hangar close to him when the pilot lived in Texas. He stated that the pilot was very particular and savvy doing his own maintenance. When the pilot left Texas he gave him his device that would dehydrate the engine because he was not going to be subjected to such humidity. He stated they were located about 15 miles from the Gulf of Mexico and thus corrosion was a concern.

BRIAN ISBELL (BK AIR SERVICES) [REDACTED]

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Mr. Isbell, located in Texas, stated that he had overseen the pilot doing maintenance and had performed annuals on the airplane. He recalled that prior to the pilot moving the airplane was getting low compression in a cylinder (he couldn't recall which cylinder). He stated they ordered a "pre-loaded" cylinder from J&J Airparts which came with the piston and rings already installed in the barrel (where the installer only needs to back out the piston enough to remove the connecting rod pin and install it on the connecting rod. He recalled specifically installing the cylinder.

"All work was Referenced with Lycoming overhaul manuel and the cylinder was broke in IAW Lycoming break in procedures Why Continental is in his logbook is a typo the yellow tag reference LW 12293 is for cylinder The engine is Lycoming IO 360 I only replaced number 1 cylinder all paperwork should have been in his records. I went to his hanger It took 2 days for the repairs and I flew with him for 2 for 2 hours for cylinder break in I broke cylinder in per Lycoming break in procedures when we were done I gave him the breakin procedures for his records."

JAMES WOITASKE (J&J AIR PARTS) [REDACTED]

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Our records show supplying Mr. Van Dyke with two cylinders. The first cylinder was supplied on 1/17/2020 (invoice 147579). A second cylinder was supplied on 10/6/2020 (invoice 152316).

On January 16, 2020, a complete cylinder assembly was ordered for engine model IO-360 A1B6D. On January 17, 2020, J & J Air Parts Inc. supplied 1 each IO-360 A1B6D CLASS 13 NICKEL COMPLETE CYLINDER ASSEMBLY. The cylinder was shipped to Gary Vandyke. See attached copies of yellow tag w/o JJI-78897 part number LW12993(NI). Note: (NI) indicates Nickel Carbide Barrel Coating. All New Parts were used in this assembly less the intake valve. The intake valve provided was serviceable condition. All work was performed by J & J Air Parts less the barrel coating. Aircraft cylinder of America (FAA [REDACTED]) reconditioned the steel barrel plating back to standard using nickel carbide.

On August 21, 2020, J & J Air Parts, Inc received a cylinder from Mr. Gary Vandyke. The instructions we received were to inspect the cylinder and parts and to call with a repair cost. Ultimately, Mr. Vandyke agreed to allow J & J Air Parts Inc. to overhaul his cylinder reconditioning the barrel with Nu chrome. On October 6, 2020, J & J Air Parts Inc. supplied 1 each IO-360 Class 13 Nu Chrome Complete Cylinder Assembly. The cylinder was shipped to Gary Vandyke. See attached copies of yellow tag w/o JJI-80051 part number LW12993(NC). Note: (NC) indicates Nu Chrome Coating. All New Parts were used in this assembly less the intake valve. The intake valve provided was serviceable condition. All work was performed by J & J Air Parts less the barrel coating. Aircraft cylinder of America (FAA #HT2r884K) reconditioned the chrome barrel plating back to standard using Nu Chrome.

ED KOLLIN (CAMGAURD)

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According to a ASL employee, the amount of Camgaurd to be used is 1.6oz per quart of oil. He said in the oil analysis is should be at LEAST over 100 with Phosphorus and if it is lower than the pilot is heavily diluting it with adding oil as it is burning.