

Record of Telephone Conversation

Name: Chris Anderson
Email Address: [REDACTED]
Phone: [REDACTED]
Date: August 21, 2014 @ 0900
Description: Interview regarding N4646F/Sedlacek Biennial Flight Review (BFR).

Mr. Anderson stated that he had provide a check out in the aircraft for Mr. Sedlacek and that at some point in time after he had initially checked Mr. Sedlacek out in the aircraft that they had a discussion about an incident at South Valley Regional Airport in which Mr. Sedlacek stated he had "overloaded the aircraft with fuel and baggage and narrowly escaped a potentially catastrophic event." Mr. Anderson stated that the event they discussed appeared to be very traumatic for Mr. Sedlacek.

Mr. Anderson stated that he had provided Biennial Flight Review (BFR) services for Mr. Sedlacek in N4646F in June of 2012. He stated that his observations and discussion points at the time were:

1. Mr. Anderson observed that Mr. Sedlacek did not use the written checklist but did have the items on the checklist memorized verbatim. Mr. Anderson advised Mr. Sedlacek that he should still use the written checklist.
2. Mr. Anderson stated that during the BFR flight he noticed that Mr. Sedlacek ran the mixture for the aircraft what appeared to be excessively lean. He discussed this issue with Mr. Sedlacek including the potential ramifications of this practice, including the possibility of engine failure.
3. Mr. Anderson stated that Mr. Sedlacek liked to use full fuel and carry lots of baggage. They discussed this as being a potential issue during higher altitude, higher temperature operation because according to Mr. Anderson, Mr. Sedlacek liked to load the aircraft with full fuel.

He stated that he was aware of the accident of N4646F and had not spoken to Mr. Sedlacek since approximately June of 2012.

I asked Mr. Anderson to provide a written statement detailing our conversation topics and he said that he would.

[REDACTED]

Darren K. Vaughn
Aviation Safety Inspector

Record of Telephone Conversation

Name: Brent Seid

Email Address:

Phone: [REDACTED]

Date: August 20, 2014 @ 0930

Description: Interview regarding N4646F/Sedlacek Maintenance.

Mr. Seid stated that he was contracted to replace the propeller cable and clean the engine fuel injection nozzles on N4646F in Mr. Sedlacek's hangar in Nampa, Idaho. He stated that the reason for the replacement of the propeller cable appeared to be from bird strike damage to the aircraft. Mr. Seid advised Mr. Sedlacek that a more thorough inspection of the aircraft for additional damage from the bird strike would be warranted but Mr. Sedlacek declined to have the additional inspection work done. Mr. Seid stated that Mr. Sedlacek was very short with him and was pushing for faster completion of the maintenance.

I asked Mr. Seid if a reason for the request to clean the fuel injection nozzles was given by Mr. Sedlacek to which Mr. Seid responded that no reason was asked for by him nor given by Mr. Sedlacek or the instructor with Mr. Sedlacek.

I asked Mr. Seid if he could recall the instructor's name that was with Mr. Sedlacek and he stated that he did not meet the instructor and did not know his name.

He stated that he was aware of the accident of N4646F. I asked Mr. Seid to provide a written statement detailing our conversation topics and he said that he would.

[REDACTED]

Darren K. Vaughn
Aviation Safety Inspector

Record of Telephone Conversation

Name: Mike Marron
Email Address: [REDACTED]
Phone: [REDACTED]
Date: August 12, 2014 @ 1220
Description: Interview regarding N4646F aircraft accident at South Valley Regional (U42), West Jordan, Salt lake City, UT.

Mr. Marron stated that he, along with his 16 year old son, was pre-flighting his aircraft in preparation for departure when he noticed the aircraft [N4646F] and said that it did not sound right. He stated that as it passed him he noticed that it sounded like it was backfiring. He further stated that the aircraft used about 3000 to 3500 feet of the runway before becoming airborne. When it became airborne the gear was retracted and climbed to about 75 feet before leaving his view. He stated that he did not see the impact of the aircraft with the ground.

I asked Mr. Marron to provide a written statement describing what he saw and heard and he said that he would. He asked if I needed a statement from his son. I replied that I do not think it is necessary at this point but asked if it would be alright to contact him at a later date if a statement from his son to which Mr. Marron stated that it would be OK.

[REDACTED]

Darren K. Vaughn
Aviation Safety Inspector

Record of Telephone Conversation

Name: Fraser MacPhee
Address:
Phone: [REDACTED]
Date: August 11, 2014 @ 1340
Description: Interview regarding N4646F aircraft accident at South Valley Regional (U42), West Jordan, Salt lake City, UT.

Mr. MacPhee stated that he was on the South Valley Regional airport west ramp at the south (departure) end of runway 16 and was just finishing the preflight walk around of his aircraft while talking to a fellow pilot. He stated that he noticed the aircraft on takeoff roll on the runway and noted that the engine seemed quieter than normal and that as soon as the aircraft broke ground the landing gear began to cycle up. He stated that the aircraft seemed to be overloaded as it was not performing well.

He stated that the aircraft passed over the street at the end of the runway (W7800S) low at about 30 feet above ground level (AGL) and the engine began to sound weak (less than 100% power).

He recalled that the aircraft made a 5-10° bank to the right for a second or so, leveled out and then a 5-10° bank to the left, leveled out while rapidly descending to the point of impact. He stated that the whole time the engine was making a muffled backfiring noise which he described as sounding like a magneto was failing.

I asked Mr. MacPhee if he saw the landing gear extend prior to impact. He stated that by that time the aircraft was quite a ways away and he did not notice if the landing gear had been extended or not.

I asked Mr. MacPhee to provide a written statement describing what he saw and heard and he said that he would.

[REDACTED]

Darren K. Vaughn
Aviation Safety Inspector

Record of Telephone Conversation

Name: Ken Hess

Email Address: [REDACTED]

Phone: [REDACTED]

Date: August 12, 2014 @ 0845

Description: Interview regarding N4646F aircraft accident at South Valley Regional (U42), West Jordan, Salt lake City, UT.

Mr. Hess stated that he is a National Guard pilot preparing to take a flight in a UH60 Blackhawk. On the way to the aircraft he saw N4646F heading to the run up area for runway 34 and then change directions to head for runway 16. He commented that he remembered it because he felt as though the pilot was at least concienious enough to be paying attention to the winds.

During the takeoff roll of N4646F Mr. Hess was in the helicopter with a helmet on soi he said that he saw but did not hear the takeoff roll and lift off. He stated that the aircraft pitched up climbing to 100-150 feet. He said it was very appearant that the aircraft was struggling and saw the aircraft decending before his view was obstructed by a building prior to the aircraft's impact.

I asked Mr. Hess to provide a written statement describing what he saw and heard and he said that he would.

[REDACTED]

Darren K. Vaughn
Aviation Safety Inspector

Record of Telephone Conversation

Name: Mark Carver
Email Address: [REDACTED]
Phone: [REDACTED]
Date: August 12, 2014 @ 1210
Description: Interview regarding N4646F aircraft accident at South Valley Regional (U42), West Jordan, Salt lake City, UT.

Mr. Carver stated that he was at the South Valley Regional airport west ramp sitting in his car talking to Mr. Fraser MacPhee when Mr. MacPhee said "wow that airplane is not doing to good". Mr. Carver stated that at 300 to 400 feet from the end of the runway the aircraft [N4646F] appeared to be losing altitude. He thought that the aircraft looked as if it were overweight or had no power. He stated that the aircraft pitched up, made a short right turn then leveled out before making a left turn and disappearing from his view.

He stated that he did not see the impact of the aircraft with the ground.

I asked Mr. Hess to provide a written statement describing what he saw and heard and he said that he would.

[REDACTED]

Darren K. Vaughn
Aviation Safety Inspector

Record of Telephone Conversation

Name: Brett Simmons

Address:

Phone: [REDACTED]

Date: August 11, 2014 @ 1350

Description: Interview regarding N4646F aircraft fueling at South Valley Regional (U42), West Jordan, Salt lake City, UT.

Mr. Simmons stated that he is a Line Service Person working for Leading Edge Aviation on the South Valley Regional airport. He said that he had fueled N4646F on Friday August 8, 2014 after it had arrived at the airport. I asked him if the pilot said anything to him during the fueling operation. He stated that the pilot had requested 10 gallon per side and that no other conversation had taken place before, during or after the fueling operation.

I asked him about his observations of the pilot and aircraft. He stated that he had not noticed anything abnormal about the pilot or the aircraft.

I asked Mr. Simmons to provide a written statement describing what he saw and heard and he said that he would.

[REDACTED]

Darren K. Vaughn
Aviation Safety Inspector