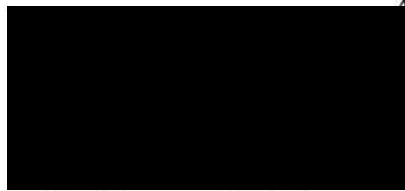


RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 12:45 PM	DATE 04/15/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Christopher L. Weldon [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT Accident at BMI / N789UP			
DIGEST After introductions and explaining the subject matter of the call I asked Chris if he had flown the aircraft N789UP recently. He responded that he had in fact flown it on 4/2/2015 up to MDW (Chicago Midway) from BMI (Bloomington) for approximately a 1.5 hour flight. I asked about leaning procedures on normal flights and he said that he used RAM suggested procedures (cheat sheet in cockpit) and that it was somewhere around 200lbs on takeoff, 160lbs in climb, and around 130 in cruise, but then said somewhere around 20 gallons per hour per side. He said that they used the 75% power settings and fuel flow that Ram suggested. When asked about squawk procedures, he stated that they would always e-mail squawks at the end of the flight. He sent an e-mail to Tom stating that the airplane ran great with no problems on this trip. I asked about previous squawks over the period they had it and he said all he recalled was a flight in December where the right engine manifold pressure was acting up and he diverted to Galesburg and had the turbo fixed. They told him the turbo was about to go out on him. Other than that he said the only significant thing he could recall was from a year and a half ago someone adjusted fuel flows and pressures on both engines to get engine controls synced up with gauges. He flew this airplane about 20 hours per year for the last two years. When asked if there were any de-fueling procedures,			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 04/15/2015	TITLE Operations Inspector / ASI	SIGNATURE [REDACTED]	

DIGEST (CONT)

he stated that there were none. He had just talked to Tom and Tom's demeanor seemed great. Tom was talking about flying picking up and having to get some more help. I then asked about the auxiliary fuel pump switch positions. Chris said that he always left them in the off position. I asked if he knew how Tom ran them and he said no. When asked about fuel tracking with the SHADIN he stated that he personally was not good at putting fuel in the system, and he didn't rely on it. We discussed his procedures for approach, he stated that the spoilers were out on descent till about the marker when he would throw in the first notch of flaps, drop gear and retract the spoilers. His airspeed before marker was about 170 IAS and then would slow to 120-130 IAS by the time he hit marker and started down the approach. Mixtures and props were not touched till on the ground. If he was a little fast he might add a second notch of flaps on the approach but 45 degrees was landing assured. Go around procedures included putting everything forward, retracting one notch of flaps, gear up, and then rest of flaps out.

This concluded our conversation, I thanked him for his time and told him we would call if he had any more questions.



4/15/15



Adama Almond  
62-19  
Operators

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 7:45 AM	DATE 04/16/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Christopher L. Weldon [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT Accident at BMI / N789UP			
DIGEST Chris returned my phone call from 4/16/2015, I asked him if he recalled how much fuel he had on board before and after his MDW trip. He stated that Tom actually called him to let him know he had 120 total 60/side on the aircraft. Chris said he verified this on preflight. His ground time at MDW after startup to come back was approximately 5 minutes and his fuel on landing was 20 per side but then he said no more like 30 per side for 60 total. He said that he had only a quick glance after landing but remembered 20-30 per side. He managed fuel off the fuel gauges but thought more about what I asked yesterday on the SHADIN and said the top-offs were put in the SHADIN for sure. He never checked the SHADIN during this flight to verify what it said. He has a total of 30 hours in this aircraft which makes up his total experience in C-414s. I asked if Tom ever pushed weight and balance limits at all and he quickly said no and that Tom took that seriously. So I asked with his fuel load of 60 total if he knew why Tom would add another 60 gallons with 7 people and he responded astonished that it was way to much fuel for that trip. He didn't know why Tom would do that. I thanked him again for his time and told him we would call back again.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 04/16/2015	TITLE Operations Inspector / ASI	SIGNATURE [REDACTED]	6L-19

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 12:45 PM	DATE 04/15/2015
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Christopher Lee Weldon - [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N789UP Accident			
DIGEST			
<p>After introductions, Inspector Adama Allomond and I explained the purpose of the call. The conversation began with asking Chris about his recent activity in N789UP. He informed us that he had flown to Chicago and back for a hockey game. We then proceed to ask about the overall operation of the aircraft. Chris informed us that he would operate the aircraft according to the RAM conversion "laminated card". He also confirmed that the aircraft was normally operated at 75% power. This resulted in a fuel burn of 130 lbs per side per hour on the cruise, 200 lbs per side per hour on takeoff, and 160-170 lbs per side per hour. When questioned about squawks on the flight he completed, he stated that he had sent an e-mail to Mr. Hileman following the flight to Chicago stating the "Plane ran great". The conversation continued as to the procedures that were followed for a normal approach procedure. He said that normally the aircraft would be flown at around 170 kias and 1 notch of flaps while being set-up for the approach. Then when establishing and conducting the approach he would slow to 120-130 kias. When the aircraft slowed to around this speed, a second notch of flaps was added. Final flaps were set when the landing was assured. When asked about his go-around procedures, Chris stated that "everything forward, climb, and clean-up". I then asked about off field "forced landings" and Chris stated that he</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 04/15/2015	TITLE Aviation Safety Inspector (Ops)	SIGNATURE [REDACTED]	

DIGEST (CONT)

knew of no procedures. Finally when asked about fueling procedures, Chris stated that they never utilized cross feed and never de fueled the aircraft. Chris was very cooperative and finished by stating that he would be willing to help in any way that he could.



1  
4/15/2015