



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: March 16, 2020
Person Contacted: Derek Jackson, FAA CLT FSDO
NTSB Accident Number: ERA20LA127

Narrative:

Mr. Jackson was interviewed via telephone. He stated that the owner of the airplane was not onboard during the accident flight but was taking a video recording of the accident takeoff. The owner did not possess a multiengine land rating. The owner's instructor was in the left seat, receiving a "check out" in the airplane from the PIC instructor in the right seat, so that the owner's instructor could then provide training to the owner. The accident flight was the first flight after an annual inspection was completed on the airplane. Additionally, the airplane was completely fueled prior to the accident flight.

According to the pilots and the video, both engines lost power during initial climb and the airplane impacted a muddy field beyond the departure end of the runway. Both pilots also stated that the fuel boost pumps were not on during the takeoff and initial climb, prior to the loss of engine power and the checklist they were utilizing stated to have the electric fuel boost pumps on during takeoff.

Mr. Jackson stated the during impact with the field, the airplane slid for about 190 feet. The left main landing gear separated and the nose gear collapsed, followed by the airplane rotating 180° before coming to rest upright. Mr. Jackson observed damage to the left wing spar, left wheel well, nose wheel well, and lower fuselage.