

Memorandum of Conversation

Date: May 20, 2013

Time: 1545 central daylight time

Conversation Including: FAA Inspector John Farnham

Conversation Regarding: CEN13LA286, N9075T

Duration of Call: 10 Minutes



Summary & Factual Information from Conversation:

A postaccident examination was performed at the accident site. The airplane remained upside down for two days before it was recovered to an upright attitude to facilitate the postaccident examination. The left wing and engine firewall were substantially damaged. The fuel tank selector valve was positioned to draw fuel from both wing tanks. The FAA inspector reported that 2.5 gallons of fuel were recovered from the left wing fuel tank and 1.0 gallon of fuel was recovered from the right wing fuel tank. The FAA inspector did not identify any preimpact mechanical malfunctions or failures that would have precluded normal operation of the engine.

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 05/20/2013 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator