



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

May 27, 2014

Subject: ERA14FA260

Persons Present: Sgt. Steve Turner – US Marine Corps, Mike Adams (Accident airplane's mechanic), Nathan Rohrbaugh (NTSB – Intern), and Shawn Etcher (IIC)

Sgt. Turner had brought the accident airplane's maintenance records to the IIC for possession. During the logbook exchange Sgt. Turner began providing the following information to the IIC:

- The airplane had just completed a 100-hour inspection the day of the accident
- The flying club had bought the airplane about one (1) year prior and currently comprised of 5 members but they were planning on expanding to at least 8
- The members rent the airplane at a "dry" rate and were required to purchase fuel themselves as the flying club did not provide fuel; however, it was further stated that the FAR's [Federal Aviation Regulations] require a minimum of 30 minutes reserve for VFR [visual flight rules] flights and it would be likely that the fuel tanks contained at least that amount
- The accident pilot was very meticulous and never took chances, he further stated that the pilot would go up with other members just to be comfortable in the airplane
- The accident pilot had flown a few days prior with another member and they flew to a different airport than the airplane is based just to do pattern work
- The accident pilot had just received his Marine Corps aviator wings back after a 2 month suspension for impacting a wire at 240 knots in the V-22 airplane in which the accident pilot was rated in.
- This flight was the passenger's first flight in a "small airplane"
- The accident pilot was planning on departing Wilmington North Carolina [ILM] landing at another airport to purchase fuel since they are all in the military and look for the least expensive place to purchase fuel. [he was unsure of the airport he landed at]

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