



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
Eastern Region Aviation

Subject: Correspondence email sent to NTSB IIC regarding a conversation with the accident pilot and CFI (Steve Siske)

Email received: May 12, 2015 11:07 AM

Greetings Mr. Alleyne,

As I told you in our phone conversation I received a telephone call from Mr. Grady (Greg) Byrd on May 6, 2015 in reference to a problem that he had with the accident aircraft. Mr. Byrd stated to me that on that date (May 6, 2015) he had went flying on the morning of and had some difficulty getting the aircraft to gain altitude. Mr. Byrd stated that "I almost got killed this morning".

Mr. Byrd stated that he had used up more than half of the runway when he was able to finally get the aircraft in the air. Mr. Byrd stated that he almost hit the trees near the end of the runway, and that if he had another passenger on board at the time he probably would have. Mr. Byrd stated that he had 10 degrees of flaps for takeoff and that he did add an additional 10 degrees of flaps which enabled him to just clear the trees. Mr. Byrd stated that he did conduct pre & post flight engine checks and noted no problems. Mr. Byrd stated that all that he could possibly contribute to this problem was the possibility of a wind shift. Mr. Byrd requested that I if at all possible fly with him on the next day (Thursday) and see if I could assist him in determining and issues with the aircraft. I advised Mr. Byrd that I had plans on that day and could not assist him. Mr. Byrd had also stated briefly that he had some form of contact with ATC in some fashion at the time he was having the problems, however I did not fully understand the total content of that statement. I do hope that this information will assist in some way with your investigation. If you have any additional questions please feel free to give me a call.

Thanks you,
Steve Siske
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