

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 9:09 AM	DATE 07/19/2011
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Anthony Carr, Pilot of N3547C, PA-31 / ERA11LA240 / 04/11/2011		ROUTING	
		SYMBOL	INITIALS
Interview at Mr. Carr's hospital room with his father in attendance.			
SUBJECT First interview with Mr. A. Carr after his accident.			
DIGEST I met with Mr. Anthony Carr in his room at the Sheltering Arms rehab center in Richmond Va. His father was in attendance at the interview. Anthony described the events of the flight on the night of his crash from the time he arrived at the airport to his last recollection of just after the aircraft hit the ground. Mr. Carr stated that he arrived at the airport on Monday evening for his flight to Charlotte, North Carolina and preflighted his PA-31 and added some oil to the left engine. The preflight and engine run-up showed no unusual issues. He was issued a taxi clearance to runway 20 for a full length departure. He was cleared for departure from the hold short line. He taxied into position on runway 20 and stopped for a moment to accelerate the engines and to allow the turbochargers to spool up. he then released the brakes and selected full power. At around 70 knots, he rotated the aircraft and selected gear up. After the landing gear was up, the left engine started to surge and lose power and surge again. He said that he looked at the manifold pressure gauge and it went to zero then up to over 35 inches and then to zero again. He said that he knew he was to low to lower the landing gear but retarded the throttles to idle and landed on the runway gear up. That was the last thing he could remember.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 08/04/2011	TITLE Aviation Safety Inspector / IIC	SIGNATURE Morley B. English	