



## RECORD OF CONVERSATION

**Kurt Anderson**  
**Air Safety Investigator**  
**Western Pacific Region**

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**Date:** 10/05/2011

**Person Contacted:** Christopher Sundstrom (Previous owner/seller).

**NTSB Accident Number:** WPR12FA001

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Chris said that Brent Simmons, the passenger, (not in pilot database) came to see the airplane about two weeks prior to accident. Brent and Chris started the airplane's engine, taxied out, did an engine run-up, and taxied back to the open-sided hangar. Chris reported that the engine ran well and smooth. Brent eventually decided to buy the airplane, and later advised Chris that he and a CFI (Jered Despain) would come pick it up on morning of 10/4/11. When Brent called to say he and CFI would be coming to pick up the airplane, Chris asked what their weights were. Brent said they were both about 180-190 pounds. But, when they arrived and Chris saw the CFI, who he thought was significantly heavier than 190 pounds, he told Brent and Jered that they may be close to the max gross weight, and that they should not put in any more than the 9 gallons of fuel that was already in the airplane. He also gave them the weight and balance sheet so that they could figure the actual weight. Chris had taken time off from work to meet Brent and Jered at airport. He gave them the logs and keys and talked with them about the aircraft and its systems. He then went back to work. He was not there when they started it up.

Chris also reported that the airplane's last flight was a year ago July (confirmed by log book). It had about 4 gallons of fuel remaining in it since that time, and he added 5 more gallons about three weeks ago. Total at takeoff should have been about 9 gallons. The tank holds 18 gallons. The fuel was 92 Octane auto fuel with no ethanol in it. He mixed the oil himself.

Chris also reported that his heaviest flight was on May 28, 2009, about 0900 to 1000 in morning. He estimated that the passenger, who was another person looking to possibly buy the airplane, weighed about 200 pounds. Chris weighs about 140 pounds. He said that the takeoff roll was about 1,500 feet, and that the airplane climbed at about 700 feet/ min. He also stated that he had owned the airplane for about 3.5 years, and had flown it a little less than 10 hours due to his distance from the airport and his time involvement in other matters.