



RECORD OF INTERVIEW

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: March 27, 2017
Person Contacted: Greg Schumann; [REDACTED]
NTSB Accident Number: CEN17FA139

Narrative:

Greg Schumann stated that he was driving westbound toward Stonewall, Texas, when he saw an airplane descend toward the runway at Burg Lake Aero Airport. He said the airplane was "way too high" and its approach was "pretty steep." He said that he thought to himself that the airplane was "not going to make it." He said that he had never flown an airplane, and he had "no idea of speed" of the airplane. When he first saw the airplane, it was coming over route 290 from the north and he was westbound on route 290, near the park swimming pool. He stated that he was in truck with the windows closed and could not hear the airplane engine. He said that it "didn't surprise him when he heard the airplane crashed."

Taken by:

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Date: March 27, 2017
Person Contacted: Frederick Burg; [REDACTED]
NTSB Accident Number: CEN17FA139

Narrative:

Frederick Burg stated that he has a 1,000-gallon tank for 100 low lead aviation fuel, which is mixed with Marvel Mystery Oil in a ration of 4 ounces per 10 gallons of 100 low lead aviation fuel. He said that he buys the fuel from Llano, Texas because it is cheaper there, and he transports it himself using 50-gallon containers. He said that the 1000-gallon fuel tank is equipped with a sediment filter and a water filter.

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Date: March 27, 2017
Person Contacted: Winston Moore; [REDACTED]
NTSB Accident Number: CEN17FA139

Narrative:

Winston Moore stated that prior to departing from the airport, the pilot performed a full-power run-up, and the run-up was "okay." The airplane engine cowl was then put back onto the airplane. The pilot then fueled the airplane from the fuel tank at the airport and filled the left and right wing fuel tanks to the "tabs." The pilot then performed another full power run-up at the departure end of the runway. Mr. Moore stated that during takeoff from the airport, the airplane was not more than 10 feet above the runway about half down the runway, which was about abeam Mr. Moore's hangar, and he thought it was going to hit the trees at the departure end of the runway during climbout. Mr. Moore said that "the plan" for the pilot was to return to the airport if the pilot did not like something with the airplane. The airplane had been gone for about 5-10 minutes before it returned.

Mr. Moore said that during landing, the airplane touched down in front of Mr. Moore's hangar and the airplane was "going way too fast." Mr. Moore said that the pilot never increased engine power after the airplane touched down. Mr. Moore said that he "thinks" the engine power was at "idle" during the landing but was "not sure" because he was in his hangar, and the airplane does not produce much engine noise at idle.

Mr. Moore said that the pilot had previously landed at the airport "several times" because the airplane received 2-3 annual inspections at the airport in the past.

Mr. Moore said that eight new spark plugs were installed and a new electric fuel was installed during the annual inspection. He said that the airplane started "easily" with the new spark plugs. He said that the airplane mechanic that performed the annual inspection was present when the airplane engine was run-up.

Mr. Moore said that the winds were “pretty light” and from the southwest when the airplane took off from the airport.

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