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Air Safety Investigator
Aviation Safety - Eastern Region (AS-ERA)

Date: January 30, 2023
Subject: ERA23LA097 Interview with Mechanic
Contact: Mr. Bobby Swink

The following is a record of conversation with Mr. Bobby Swink. Mr. Swink was interviewed by phone on January 30, 2023, at 1015 EST. He was called at [REDACTED] and provided an e-mail address of [REDACTED].

Mr. Swink stated that to the best of his recollection, the night they finished their work they did ground runs and run-ups to ensure that everything was good. They then called one of the owners, Mr. Asman, to let him know that the airplane was ready.

He stated that they generally sump the fuel tanks to get a good ground run, and they always check the fuel tanks. To the best of his recollection and knowledge, he recalled that the quantity of both aux tanks was low (less than 5 gallons) and he recalled selecting one of the main tanks for the ground runs due to the low quantity in aux tanks. He stated that both the main and auxiliary tanks were located in the wings, and the mains were just inboard of the aux tanks, in each wing. They used the wing tank that had the most fuel.

Mr. Asman, one of the airplane owners, flew the next morning for about 10-15 minutes. The owners are very conscientious about the airplane, and they keep it hangered.

Mr. Swink and his partner observed the takeoff of the accident flight, and noted that the engine sounded good, and he wondered, "Boy, is he ever going to put the gear up?" As they observed the takeoff of the accident flight, they watched the airplane maintain runway heading and track to what he would estimate to be an altitude of about 500 to 600' AGL. All appeared normal and performance appeared good. When the airplane made climbing a left turn, they went back into hanger.

The digest was e-mailed to him for review on January 30, 2023. He responded on January 31, 2023, at 2105 EST with edits that were incorporated into the record. The final digest was e-mailed to him on February 6, 2023.