



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: May 6, 2019
Person Contacted: Clint Rogerson
NTSB Accident Number: CEN19FA122

Narrative: In a phone conversation with Mr. Rogerson, he stated the following:

- He lives on the airfield in the first house on the northeast corner of the runway
- On Friday night (4/18/19) before the accident he had dinner with Tim and Bill and they discussed N25TX and problems it had earlier in the week
- Tim and Bill told him that when the airplane made really steep climbs, the engine would sputter. It would only sputter during those steep climbs and operated normally the rest of the time.
- Tim and Bill had recently cleaned the gascolator, checked the fuel lines and verified that the recent propeller adjustment was correct
- Their plan on the day of the accident was to complete steep climbs in attempt to troubleshoot the engine sputter issue
- He knows they were planning to complete steep climbs to troubleshoot the engine sputtering but he was not sure how many test flights they had done to troubleshoot this issue

- On the day of the accident he saw Tim and Bill taxi by his house and he waved at them. Tim was in the front seat and Bill was in the back seat
- The airplane taxied toward the north end of the runway where they completed an engine run-up and a flight control check
- They completed a standard takeoff roll down the runway and lifted off just past the yellow building, about 600 to 700 ft down the runway
- The airplane made a steep climb for 15 to 20 seconds and reached 400 to 700 ft above the ground
- The airplane had drifted to the right (west) of the runway centerline by about 400 to 500 ft
- The airplane nosed forward, the left wing dipped, and the tail whipped around to the right
- The tail looked like it was trying to catch the nose, it whipped around to the right very fast
- The nose dropped and pointed toward the ground at a very steep angle when the airplane started to corkscrew almost straight down in a left rotation
- The airplane corkscrewed for 3-4 full rotations until it hit the ground
- The corkscrew rotations were not very fast at all
- He was able to hear the sound of the engine until the airplane was near the far south side of the runway. The engine sounded normal the whole time he heard it and he didn't notice anything wrong

End of conversation.



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Date: May 6, 2019
Person Contacted: Tracy Salmi
NTSB Accident Number: CEN19FA122

Narrative: In a phone conversation with Mrs. Salmi, she stated the following:

- Tracy owns a Rans S7 and also used to work for Rans
- She delivered Tim's S7, N25TX, to 44TE in January 2019
- She knew the previous owner of N25TX and was listed on their insurance so she was able to deliver it to Tim
- The day before the accident a group of pilots flew to Taylor (T76) for lunch
- She flew in her S7 with her husband, Bill flew his S7 with Dave, and Tim flew his S7 with Charlie
- When they landed at T76 Tim did not mention any engine issues or any problems with the airplane at all
- She believes Tim would have mentioned it to the group if something was wrong with the engine during the flight to T76 because they are all S7 owners and they understand the airplane well
- She remembered that Tim and Bill had installed a new propeller and new tires on N25TX but she wasn't aware of any other maintenance

End of conversation.



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Date: May 6, 2019
Person Contacted: Charlie Porter Jones Jr.
NTSB Accident Number: CEN19FA122

Narrative: In a phone conversation with Mr. Jones he stated the following:

- He has lived at the lot on the 44TE airfield for 25 years
- Tim moved his airplane into the hangar a few years ago and bought the Rans S7 about a year ago and kept it in the same hangar
- The airplane had some maintenance work done to the carburetors in the last several months
- The passenger, Bill Glenn, was also a mechanic and completed the maintenance work and Tim helped out too
- The carburetors were synced together and ran very smooth and quiet. He was very impressed with the way the carburetors ran after they were fixed and synced up
- He was not aware of any recent maintenance issues with the airplane that would have required diagnostic testing
- The day before the accident a group of ~10 people flew from 44TE to Taylor Municipal Airport (T74) for lunch, then back to 44TE

- On that day he flew in the back seat of Tim's airplane, Bill flew his personal Rans S7 with his instructor Dave Savener, Neil and Tracy Salmi flew their airplane, a friend named Harry flew his airplane, and a friend of Tim's met them at T74. These are the people he could remember off the top of his head
- The flight to T74 was uneventful and the airplane performed really well. There were no issues at all and the engine ran very smooth
- On the day of the accident he was in his shop and did not see or hear the accident. Someone else alerted him of the sound of a crash so he jumped in his Razor 4x4 and drove to the accident site

End of conversation.