



## RECORD OF CONVERSATION

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**All persons listed were interviewed by Zoë Keliher:**

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**The following is a summary of conversation:**

BROOK STEWART (FEDERAL AVIATION INSPECTOR)

The aircraft has been inspected by an Airworthiness inspector from this office. He has determined that the aircraft has sustained substantial damage, in that the fuselage is buckled as well as the engine firewall, the lower fuselage skin is buckled as well as the cabin floor. And a prop strike. The student pilot was on a solo flight. During takeoff, the airplane dropped 20 feet and subsequently contacted the runway, damaging the firewall and propeller.

STEVEN GUSTISON (FEDERAL AVIATION INSPECTOR)

On 10/1/2021 myself and Aviation Safety Inspector Mike Lenard traveled to the Auburn CA. airport to assess the damage to the aircraft and review aircraft records. Assessment and review produced the following results: The aircraft cowling was installed and not removed for a preliminary assessment. The left hand access panel on the top cowling was opened and visual inspection revealed buckling of the firewall adjacent to where the upper nose strut attaches to the firewall. Looking through the open access area on the lower cowling the left hand and right hand lower firewall was visibly deformed and the aircraft belly shows signs of deformation/buckling, (further inspection will have to be performed when access panels are removed as to see the extent of structural damage), the right side of the fuselage was deformed as well and the right hand (co-pilots) door upper attach hinge was deformed and had sheared/pulled rivets from the fuselage. The right hand door had shifted in position. With permission from the operator I opened the left hand door to look at the tunnel area, the cockpit area was in disarray as someone had already disassembled and took stuff apart to view potential damage. I lifted the carpet up on the left and right hand side just forward of the forward seats and the floorboard was badly deformed/buckled about in the same area as the belly deformation. Review of the Aircraft records showed that the Aircraft was in an Airworthy status at the time of the event. Annual due: September 2022, 14 CFR 91.411 due: April 2023, 14 CFR 91.413 due: July 2023, ELT battery due: January 2022, a current AD listing was also reviewed with everything being current. As of the last Annual Inspection the AFTT was: 3497.8 and Tachometer was: 3497.8, a picture of the current Hour meter showed: 1233.4. Review of the current flight log shows 18.04 Hrs. since last Inspection.

MICHAEL DUNCAN (OPERATOR)

The purpose of the flight was the second solo flight for Mr. Guha at about 11:00am local time. The landing was his first landing of the day on runway 25 and the winds were less than five knots about 20-30 degrees to the runway. The approach seem to be a little fast as if diving for the runway. Instead of flaring during the landing he appeared to touch down on the nose wheel and proceed to get into a pilot induced oscillation. After several bounces the airplane settled to the runway. After

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landing and taxing back to parking it was noted ,after shut down, that the propeller was bent and the firewall and the floor boards in the cockpit were buckled. It was also noted the the front fork had a slight bend to it.