MEMORANDUM FOR RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation **February 14, 2009**

Subject: ERA09LA158
Persons on the phone call: Sergio Perez (FAA), and Shawn Etcher (self)

I asked Mr. Perez if he could tell me what he saw at the accident sight and anything the pilot told him. He reported that the wings were both damaged and buckled, the propellers were damaged and the nose and left main landing gear were collapsed. He further stated that the pilot reported taxiing to the end of runway 19 and during the initial climb upto an altitude of 30 feet agl the left engine "ran rough, died, restarted, and died again." The airplane impacted the soft turf runway collapsing the gear and causing the damage. Impressions into the turf runway were noted and most probably caused by the accident airplane due to the fact that the distance between the outboard two marks were consistent with the main landing gear distance. There was an area of maybe 60 to 90 feet from the end of one impression until the ground scars caused during the aircraft impact with the runway. He was able to obtain continuity on all flight control surfaces to their respective cockpit controls and the reported engine malfunction could not be found or determined.

When asked if there was anything else he noted. He stated that the airplane has only flown maybe 3 hours and even though the weather was acceptable to fly the pilot was in a hurry to leave that airport and not certain he even did a preflight. He attempted to drain fuel; however, he was not able to get an acceptable amount captured without a lot draining on the ground. What he did obtain was blue in color. He also stated that the pilot is going on vacation and will not be back to the USA for a few months.