

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 10:30 AM	DATE 01/16/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION WIEGAND, ROBERT (Bob) JOHN, passenger and a certified flight instructor.		ROUTING	
		SYMBOL	INITIALS
Certificate number [REDACTED]			
SUBJECT N992SA Accident at Hana, HI on 1/15/22			
DIGEST 10:30 AM HST			
The following is not an exact transcript of the conversation, but a summation of what was said.			
Inspector Hall made introductions and verified receipt of PBR and that there were no questions about the PBR he read (there were no questions) and requested Bob's name and certificate number.			
Bob: Robert Wiegand. I have to look up my certificate number... [REDACTED]			
Hall: What are your qualifications			
Bob: Commercial, CFI, CFII, MEI but I only have about 25 hours of multiengine experience. I just did enough to get my MEI.			
Hall: How well do you know Mr. Boroumand?			
Bob: Not real well. His hangar is next to mine and I would see him "doing things" on N992SA.			
Hall: How was Boroumand acting that day?			
Bob: Normal. No indication of drug or alcohol use, if that is what you are asking.			
Hall: How familiar are you with the accident aircraft?			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 01/18/2022	TITLE ASI- Dylan Garrison	SIGNATURE	

DIGEST (CONT)

Bob: Not very familiar. I have just seen it around.

Hall: Who owns the aircraft?

Bob: I believe a guy named Ed is the owner.

Hall: Do you know if the airplane has undergone any maintenance recently?

Bob: Not that I am aware of, but again I am not that familiar with the airplane.

Hall: Will you walk me through the events of the day starting with your arrival at the airport?

Bob: When I arrived at Kahului airport Boroumand was already there with his hangar open. He had completed the preflight and I walked around the airplane to verify the preflight. During his runups I asked questions and everything seemed good. Boroumand seemed to answer everything intelligently and seemed to know the numbers and everything seemed to be operating properly. We flew to Hana. It was a perfect morning, 0 wind. We practiced touch and gos landing runway 8. The windscreen in that airplane is really weird. It gives a weird perspective it looks like you are flying sideways. At the shorter runway in Hana I suggested that we use 15 degrees of flaps for takeoff. On a couple of the takeoffs Boroumand retracted the flaps quickly after takeoff and I told him not to do that as the plane lost some altitude. I told him to wait for a higher altitude before retracting the flaps. We heard other traffic coming into land runway 26 and we decided to land and exit onto the ramp to get out of the way. We used the facilities, talked to a jump pilot, and got back in the plane. We taxied on to runway 26 for takeoff with 15 degrees of flaps. We did not do runups again but everything looked good. I couldn't see the instruments or airspeed because there was a glare, but Boroumand grabbed my attention when he said, "It really does sink when you remove flaps". I asked, "Why are we dropping altitude?". I couldn't see where he had the flaps because his hand was in the way. That is when I looked out the and saw we were right at tree line. We really didn't have very much forward motion when we impacted the tree. The tree hit my side, the passenger side, and smashed the door. I did not touch the controls. I had the urge to but something told me not to so I just braced by grabbing my knees. The pilot hit his head and was knocked out for about 3 minutes. Fuel came in and covered us. I thought the pilot was dead and I exited the airplane. I started walking off and heard the pilot. Went back and he was not coherent. Some other pilots came up to help. Pilot was pinned in. (Seemed to say something about possibly the glare shield pinning in the pilot's foot or leg.) I think they needed the jaws of life to get him out. I walked back and there was a truck and I lowered the tailgate and set there. Some paramedics from the ambulance came and checked me out. The airplane spun about 90 degrees after contacting the tree.

Inspector Dylan Garrison: You mentioned that at least twice you corrected Mr. Boroumand about brining the flaps up too soon after takeoff. What was his reactions to this?

Bob: I think he understood. The second time I corrected him he was just quite, but I thought he got it.

Dylan: Did you guys fuel the airplane at Hana?

Bob: No, Hana does not have fuel services available.

Notes: We asked about Bob flying the plane during this conversation and he said he did do one or two landings, but he did not touch the controls during the events immediately leading up to the accident. I remember Bob suggesting/implying the cause of the accident was the flaps being removed too quickly which caused a decrease in lift and an inability to climb. I remember asking if he had any doubt about this and we asked questions about any other engine sounds or any evidence of mechanical problems and Bob indicated he had no indication of any other problem and he had no doubt this was the cause of the accident. We also asked about hearing the stall warning horn and he said he did not hear it. I asked if there was one installed and he wasn't sure. In my notes I have that Bob said the first time he...

DIGEST (CONT)

...corrected the pilot on his use of flaps he was about 65 kts and 150' high. The second time 72/73 and a little higher and the last time, just before the crash, he wasn't sure because of the glare but he was pretty sure they were lower.

January 15, 2022

My name is Eric Memmott and I am a captain at Southern Airways Express working in Hawaii at Mokulele Airlines. My first officer that day was Nathan McBride. On Saturday January 15, 2022 Nate and I just landed in Hana from Kahului on Flight # 604. We landed in Hana around 9:45 am and taxied into the ramp area next to the terminal.

At the time we were taxiing in a small aircraft tail number N992SA started up and began to back taxi on runway 26. After Nate escorted the passengers past the gate we both watched the aircraft roll down the runway and lift off of runway 26.

We saw that after takeoff the aircraft was really pitching up at a very high angle of attack. At around 200-250 feet off the ground the airplane began to lose altitude and looked very unstable. The right wing dropped and the plane went below the tree line and out of sight. Soon after we heard a crash in the trees.

When the plane was taxiing out and on the roll after liftoff I didn't notice or hear any abnormalities. It could be because I wasn't listening for anything in particular.

Right after we lost sight of the aircraft Nate said the plane just crashed. When he also confirmed that I ran over to 2 local pilots who fly for Skydive Hana. They quickly jumped in their Cessna aircraft to fly over what we believed was the crash site. Nate got in our aircraft and started communicating with the skydive Hana pilots who confirmed the crash on the local Hana frequently 122.9 as they were flying above. They told Nate that it looked bad and we needed a first aid kit. During that time, I called Honolulu center and told them of the accident and what I saw. They said they would call search and rescue. I quickly called my company and Nate called the fire department and the coast guard. We grabbed the first aid kit in our aircraft and ran down the runway to the crash site that was on the approach side on runway 8 on the ocean side of the runway.

Once we got near the site we saw one passenger out of the plane wandering around looking lost and confused. The Hana skydive pilot took that individual back with them away from the crash site. After a few minutes of working our way through the thick trees and brush we found the airplane. Upon arriving we did see the pilot on the left side of the airplane still inside. As we got closer the smell of avgas was very strong. We didn't know what to expect but prepared for the worst. Nate went around the wing on the pilot's side and was asking questions to the pilot to get an assessment of his injuries. He did an amazing job keeping him calm while looking for injuries.

As he got close he noticed that all the avionics were still on and power was being provided to the airplane. I went around the other side of the wing and both Nate and I searched for the ignition. After searching through the torn apart plane, I did locate the ignition. I quickly turned off the aircraft. Soon after I located the circuit breakers for the Master Switch and Battery. I

pulled those immediately to make sure no more power was being sent to the plane with the exposed wires and avgas leaking near and on the airplane.

Once the threat of a possible fire was taken care of we both got to a wing and lifted it off to release the pressure of the aircraft on the pilot who was being pinned down. About 20 minutes later the emergency responders and firefighters arrived. We guided them in with our voices through the thick trees to the site. Once the pilot was assessed and he seemed ok there was talk about cutting him out and using saws to do so. I quickly advised not to do that because of the gas lines from the wings to the engine. I did not want to have any chances of cutting a fuel line. As a group we lifted the wings and were able to get him out without having to do any cutting to the aircraft.

The first responders took over assessing his health and secured the pilot using Maui search and rescue helicopter to safety on the approach end of runway 8. Another helicopter was there and with him now being on a stretcher was put on the helicopter that took him to the hospital. Nate and I helped bring the firefighters equipment from the crash site to their trucks where we gave the first responders our info if they needed any additional information. The airport manager gave us a ride back to the terminal. Soon after we took our passenger and flew her back to Kahului airport to get her to the connecting flight on Hawaiian airlines to Oahu.

We contacted our Director of Operations Michael Abramowitz to tell him what happened and fill him in on the details. His first concern was the health of the 2 passengers in the accident. After we filled him in on the details he was very detailed in asking us how we were doing. He wanted to make sure we were doing ok and gave us the time that we needed. His concern was also to make sure the customer who was on the connecting flight on Hawaiian was taken care of.

As a crew we felt that we needed to take pictures and document what we saw at the time of the accident with the belief that the FAA and the NTSB may need them in the future. Those pictures have been attached for you on both Nate and mine's statement. The next day as I was flying over I took another picture from the air of the crash site.

Eric Memmott



My Statement,

My name is Nathan McBride. I am a Mokulele pilot based in Maui and was flying aircraft N847MA the morning of the incident. The captain I was flying with Eric Memmott, and I arrived in Hana around 9:45 AM on 1-15-22. I off loaded the passengers from our airplane and was standing under the shade as I watched aircraft N992SA throttle up as he was taking off runway 26. I have about 300 hours in light sport aircraft, and I noticed that his pitch up attitude was unusually high for after take-off. As he reached about 200 feet AGL he leveled off holding a significant pitch up attitude and then started to descend. The wings of the aircraft started to sway back and forth as he got closer to the ground still holding a pitch up attitude. As he went below the tree line and out of sight, I heard a crash. I said to Eric "that plane just crashed" and without hesitation he went to tell the airplane on the ramp next to ours to get up in the air to see if and where he crashed. I hopped in our aircraft to monitor the radios. Talking to the airplane that was helping with a confirming location of where aircraft N992SA crashed I heard them say "He is about 100 yds into the jungle off the end of runway 26" Eric and I then called the coast guard, HCF Center, and Hana Fire Dept. Then quickly grabbing the first-aid kit from our aircraft and running to the crash site.

When we get to the end of runway 26 there is a thick line of jungle we had get through as we searched for the downed aircraft. We eventually found them by yelling back and forth and when we approached the aircraft the passenger was paled faced and in shock but somehow standing outside the aircraft that was crushed with the pilot inside. The passenger went back to the airport, and I went around to the left side of the airplane to see the condition of the pilot. He was bleeding from the left arm and had pain in the chest with his right leg pinned by the crushed aircraft. I noticed the avionics were still on and the flaps were up on the aircraft with avgas all over by the ruptured tanks. My first thought was we need to find the master/battery switch to turn the avionics off and so while I searched on the left side of the cockpit for the switches, I told eric to look on the right side of the cockpit. The inside of the cockpit was so caved in and crushed I could not see the panels on the right side but eventually found the ignition and the circuit breakers which eric turned off. I then cleared all plexiglass away from the pilot, unwrapped him from the Bose headset and helped him take off his seatbelt and told him to sit still until the fire department and paramedics arrived at the scene.

We waited approx. 20 min from the time we arrived for the fire department who made their way through the jungle and started to put a neck brace on the pilot and cut the plane apart with a saw to free his leg from the weight of the aircraft. Eric and I assisted with lifting the plane to relieve the pressure on his leg and then pulled him out of the aircraft. Search and rescue helicopter lowered a harness and they lifted him up and out of the hole in the jungle where the plane broke through to the runway where a life flight helicopter took him to the hospital. At this point of the morning, it was 10:50 AM and from my understanding the passenger was transported to the hospital via ambulance.

Eric and I then loaded the passenger for our 10:09 (original estimated time of departure) flight to head back to Kahului.

-Nathan McBride

From:

Robert Wiegand

[REDACTED]
Lahaina, HI 96761

Subj: Statement of Robert Wiegand regarding Flight Design 992SA January 15, 2022

Prior to flight

I confirmed I was riding along and learning the Flight Design and was a passenger only. I was not asked to teach and no compensation was offered or asked or given. Pilot had done preflight before I arrived. I looked over plane and saw nothing unusual. Pilot stated he put fuel in wing tanks and neither of us were over 260 lbs. Pilot said weight and balance were done and we were within limits just under 1290 lbs gross weight. Max gross weight is 1320 lbs for this plane.

Taxi at Kahului airport

Pilot taxied and was going to get the ATIS so I took over taxi and he took ATIS, set altimeter and I set transponder. At run-up pilot was pointing out the check list and the numbers we were looking for on my (right) side panel were the gauges were located for temperatures, RPM and voltage. Pilot contacted Tower and taxied for takeoff received clearance and pilot took the runway and we powered up and took off.

TakeOff

We departed Kahului to the North East for Hana at 1500 feet. Talking with departure we were released to own navigation and altitude.

Flight to Hana

Not eventful. Pilot pointed out V speeds and RMP settings while we flew to Hana. The plan was for Pilot to do a several touch and goes and fly back to Kahului.

Hana

We approached Hana at 1500 feet and about 8 miles out I dialed in AWOS for Hana. I suggested we drop altitude and begin to enter the pattern for Runway 8 about 4 miles out. I was on the radio notifying Hana traffic we were inbound for Runway 8. No traffic and no wind at the time of our arrival. No winds at time of arrival. The wind sock was not inflated or moving. No wind turbulence on landing Runway 8.

Pilot entered left base for runway 8 and set flaps at 15 degrees. We were about 1.5 miles out as I looked at the Garmin Display. Pilot then went into a descent pushing down on the stick and began to overspeed the flaps and then he pulled back on the stick and slowed down to approach speed. I asked why he did that and he said a Navy Pilot told him about this maneuver on approach. I said that may work for jets but this is a light sport plane and it does not need this maneuver, just set it for landing and hold the glide path to touch down. He said 15 degrees worked well for landings. This landing was a touch and go. As we landed I said it would be okay to leave the 15 degree flaps in and climb out that it would help for takeoff. Pilot said he was not sure about leaving 15 degrees flaps in for takeoff. I said it was okay, this flap setting of 15 degrees is in the manual.

Pilot powered up with 15 degree flaps in. Pilot began climb out and before we got to end of runway 8 he took flaps out. We began to descend, I looked at his airspeed and it was 65kts. I said increase speed to 75 or 80 before taking flaps out and have more altitude because of the altitude drop. Pilot looked out window and saw us losing altitude and commented about it. Something like we really do lose altitude when the flaps are taken out.

We did a touch and go for Runway 8 again (number 2) and this time he set flaps on final to 30 degrees. We landed and pilot powered up and then took all flaps out for take-off. I reached over and switched the flaps to 15 degrees and said to leave it there, climb and get airspeed to 75 at least and a positive rate of climb and then take flaps out. Pilot reached 75 kts and immediately took flaps out without looking at altitude. We dropped altitude but not as much and pilot noted the drop in altitude again. I said speed may need to be closer to 80 kts in order to take flaps out without a drop in altitude but that he would have to try this at 15 degrees flaps and 80 kts and to gain more altitude before removing flaps.

We did a 3rd touch and go and on downwind Left for Runway 8 I took the controls and proceeded on down wind, base, final, landing with 15 degree flaps leaving them in and going to full power at touch down to climb out at 75 kts and positive rate of climb and then I took flaps out and increased speed to climb at 85.

I did a 4th touch and go entering the pattern for Left runway 8 this was a full stop. The jump plane for Hana was inbound runway 8 and we I taxied off the runway, parked and shut the plane down.

We decided to depart Hana and go back to Kahului. Mokulele radioed they were inbound for runway 26 and landed as we were taxiing out on Charlie. Pilot chose Runway 26 to depart, set flaps at 15 degrees, went to full power and pulled yoke back at 55 kts. The sun was on his Flight Display and I could not see the airspeed. I looked out the window and he had pitched up higher than he needed for take off. He held this high pitch attitude and continued climbing. I looked out the right side how while we were climbing and then I heard pilot say, "Wow, it really does drop when you take out the flaps". I noted flying over the 8 on the runway when he said that and we were barely above the trees. I immediately looked at the flap selector and his hand was over it covering it and I could not see where the flaps setting was. I asked the pilot "why are we still losing altitude", pilot did not answer. I looked at him and he was holding back the yoke and not looking around and left his hand over the flap selector. I looked out the window and said "We are going in" and 2 seconds later we hit the trees.

There was nothing I could have done to recover the plane. We did not have the airspeed or altitude to pitch down to gain airspeed to avoid the trees. We landed it seemed about 30 yards past the tree line, so we must have been just above the trees and fell into them. It would have taken about 150 feet to be able to recover from altitude loss and we did not have that much altitude.

On landing the plane had turned 180 degrees after hitting a tree and slid down the tree. The tree hit my side crushing my door into me and stopped with me being on the high side and pilot on the low side or on the ground. All the fuel in the right wing poured on us. Pilot was knocked out. I was not. I released my harness and crawled over him out his window outside the plane and heard him breathing. I was talking to him and he looked at me but nothing was registering and I told him repeatedly to pull himself after I walked around the plane and check his arms and legs. I then heard a voice coming towards me and called out. Three people arrived and I walked out to the runway. The pilot was airlifted out of the plane and airlifted to the hospital. I was driving by ambulance. We were both released same day.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 7:20 PM	DATE 01/15/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Southern Airways		ROUTING	
		SYMBOL	INITIALS
CPT Eric Memmott and FO Nathan McBride			
SUBJECT N992SA Aircraft Accident Witness Statement			
DIGEST I interviewed the pilots of Southern Airways. CPT Eric Memmott and FO Nathan McBride.			
Where were you located in relation to the accident?			
They had Just landed in Hana, pulled into terminal, turned off engine at 9:44 AM. FO Nate			
Mcbride, let customers off. They had heard the aircraft call on the radio saying they were			
taxiing for Runway 26.			
They saw the plane takeoff, pitch up, attempt to level off and begin descending in a nose			
up attitude, falling down out of sky. Wings sway side to side, then it went below tree			
line.			
There was a skydiving (skydive Hana?) airplane also present.			
Once the aircraft crashed, the pilots moved to the site, they got their first aid kit, run			
to end of runway, to the crash site approximately 200 yards in jungle. One of the accident			
pilots walked back to runway escorted by Hana skydive pilot.			
At the time of the accident, the CPT got skydive in air to search using 122.9. The skydive			
aircraft got down to observe the area and reported a person walking out from the crash			
site. The CPT Called HCF, stated his name and tail number to report. HCF called S&R. FO on			
radios with skydive aircraft. Nathan also contacted fire and USCG.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Interviewed pilots. Provided email for pilots to provide a witness statement and additional			
photos.			
DATE 01/15/2022	TITLE Aviation Safety Inspector	SIGNATURE	

DIGEST (CONT)

Hana Pilot escorted the other pilot back to terminal.

They (Southern pilots) saw the aircraft, took pics. Left seat pilot pinned, trapped. Don't know if engine on, they didn't hear anything. The aircraft was leaking gas, strong gas smell. Instruments on. Nate goes around to speak with pilot going in and out. Bose headset removed by Nate. Nate was also Fire dept. Removed some glass around the pilot while they waited for assistance. Waited for police and fire to arrive, approximately 20 min. Fire crews cut plane apart. Nate assisted Fire and they picked up aircraft. All switches were on. CPT Eric turned off engine, keys removed and placed in pocket, pulled fuel CB, pulled engine ignition CB, pulled battery CB, while Nate was still assessing. Couple of people walked through to site. Left wing side and right wing side, aircraft lifted to remove pilot whose leg was trapped. Nate and firefighter were able to dislodge pilot.

They (Southern crew) helped carry stuff back to runway. Maui S&R arrived. Got the injured pilot onto a 'diaper', airlifted to runway to gurney and placed onto life flight.

CPT Called DO of Southern, dispatch of company, Maui center to report. They also report the company was extremely helpful.

Did you hear anything peculiar? At arrival, Engine wasn't running, screens were still on, something still running, engine destroyed. As the aircraft took off, no issues/sounds on takeoff before stall.

Did you interact with the pilots beforehand? No, only on radios. He said taxiing to runway 8 takeoff runway 26.

How many people were on board when you arrived? Two POB, N992SA

What is your impression of the accident? Nate, watching after takeoff, pitch up very high, not much experience with experimental, more with light sport. It was abnormal pitch up. Saw the aircraft level off and descend while pitching up. Saw wings sway, probably stalling. Approximately 200'AGL. Looked like a stall. Power on stall, seemed like.

What time did the accident occur? 944 AM

Who contacted crash rescue if known? Eric Memmott

Do you have any time in similar aircraft? Nate some experimental both Eric and he light sport.

Would you be willing to email us a statement documenting what you told me? Yes, they will include pictures that they have as well.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 7:00 PM	DATE 01/17/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION BOROUMAND, MANOUCHEHR, Pilot in Command		ROUTING	
		SYMBOL	INITIALS
SUBJECT N992SA Accident at Hana, HI on 1/15/22			
DIGEST Inspector Tu began by opening the interview with a brief overview of the process. Tu: Manoush email address for data collection. Also provide a written statement of events. Email: [REDACTED] Compliance program description provided. What led up to the events of the aircraft crash? I was with copilot practice touch and go at Hana, completed 4 successfully. Then took a break to visit facilities. Back in air to go back to Kahului using 26 runway, gain in altitude was normal until 75-80' in air. Loss of power no reaction time, then into trees. When did you notice loss of power? Not getting lift. Plane went nose down, wasn't responding. PIC checked throttle and settings, everything as it had been, full throttle. No time to assess. In a panic for going down and seeing trees coming at us. Do you know if anyone took pictures of controls? No, I was unconscious. I was told I was extracted by firemen. Lifted by helicopter to runway and second to hospital. Only time I came to is when they put me into second aircraft. I found the aircraft keys in pocket. Why would they thought to put them in? Am in some pain. Left leg a little lame. 2 broken ribs. Lacerations on face, 2 black eyes.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 01/17/2022	TITLE Aviation Safety Inspector	SIGNATURE	

Cuts on arms.

Inspector Garrison questions next.

How do you know the passenger? Met at airport through pilots and friends.

How was it determined you would be flying together? He has a bonanza. We had flown previous day. Making arrangements with plane owner to fly, they said he was available. I jumped at the chance. Billy Baldwin owner indicated Bob available as a backup co pilot.

Bill was the flight instructor. One of the reasons Bob was on was to help with radios in class c? Really good on radios. I vehemently disagree I am competent in class C.

Instructions to help and stand in?

Normal procedure for TO? Basically a touch of back trim for liftoff. Full throttle. Pull back on stick. Experience the ground effect. Go up to about best RoC at 73KIAS to reach altitude.

Vx-73 yes. Vy-5-6 degrees. Hana, shorter field, less traffic. What is your short field procedure? Plane does not require much runway. 200-300 yards. Had plenty of runway for both landings and takeoff. Normal runway length would need more than 1000 yards. Performance in my own recollection.

Bob discussing 15 degrees in flaps. In this particular plane, below 80 can put in 15 degrees. 30 degrees on final. Speeds around 55-60 on landing. Prefer to land at 15 degrees. Use of flaps on takeoff. Had on 15 degrees. Why were you using flaps? Had in due to passenger. Usually no flaps.

Do you remember when practicing this, anything Bob had said about use of flaps after takeoff? Gain altitude before disengage flaps. Do you understand why? To have better lift on takeoff.

Remember with flaps well off ground 80' or so, disengage flaps. Graduated switch preset positions. Flipped to 0 degrees. Aircraft as negative flap for cruising. Approximately 73 kias when flaps 0. Accidentally bump to negative is a possibility. Any doubt it was at 0? No, I was certain it was at 0, I paid attention to that.

What do you mean you didn't have enough power? Altitude dropping.

What was your reaction on controls? Looked at setup, nothing wrong. Is there a spot to aim for. Any back on controls? Yes, I did have that reaction.

What was the discussion of "Oh man it really does sink when flaps removed?" On previous touch and go. Had adjusted, paying attention, but I did say that.

Any aural indication of engine issues? No

Any stall warning? No

Does aircraft have a stall warning indicator? I believe it does.

When do you normally remove flaps on takeoff? That day, flaps, usually don't. I judged passenger to be heavier.

Did you do a power check and flight control? No, and no fuel added at Hana.

Was Bob providing instruction? No he was not there for that, but he was giving some instruction. For example, on base leg, would like to see this altitude. Coming over trees be at 200'. Reading numbers to ensure. Bob was not being paid for instruction.

Do you have a weight and balance for this flight? No weight and balance.

How do you indicate it was within tolerances? I was judging by payload of 600lbs. Me plus the other pilot were not close to weight limit, unless he weighs over 400lbs.

How much fuel do you estimate you had? First leg had 14 gal on L, 12 on R. Max is 37 total.