

Fox Todd

From: Daniel O. Rose [REDACTED]
Sent: Friday, September 16, 2016 3:24 PM
To: Fox Todd
Subject: RE: NTSB 6120.pdf (SECURED) - Adobe Acrobat Standard.pdf (SECURED) - Adobe Acrobat Standard

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Hi Todd,

I just wanted to follow-up on a couple of things... I've confirmed with James and his family, that the [REDACTED] kg/[REDACTED] lbs was an accurate weight for James and was measured using a scale that was connected to the table/bed James was on... Also, James and the other pilot each report having a bag that was not more than 20 lbs... James recently has a recollection that at the pre-takeoff run-up, the engine stumbled and quit on the initial mag-check. They rechecked the mags and the subsequent checks passed. The run-up was done with the mixture leaned out. James' mother says while in ICU he repeatedly stated that the "engine quit" although James does not recall saying that or that that in fact happened on the flight... If you need/want James to amend his 6120, or if you want to speak with him about any of this, or anything else, please let me know and I will arrange it.

Lastly, could you tell me the claims adjuster that the wreckage was released to? Thanks

Thanks

Dan

Daniel O. Rose

Partner



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From: Daniel O. Rose
Sent: Wednesday, August 17, 2016 2:38 PM
To: 'Fox Todd' [REDACTED]
Subject: RE: NTSB 6120.pdf (SECURED) - Adobe Acrobat Standard.pdf (SECURED) - Adobe Acrobat Standard

Hi Todd,

Attached are the medical records with James' weight information. Also, as I mentioned, the other pilot apparently remembers that a jet was being refueled next to the subject aircraft around the time that the subject aircraft was being fueled. He posited whether (some) Jet-A was accidentally put in the subject aircraft...

Dan

From: Fox Todd [REDACTED]
Sent: Monday, August 01, 2016 6:41 PM