



RECORD OF CONVERSATION

John M. Brannen II
Senior Air Safety Investigator
Central Region

Date: 11/30/2018
Person Contacted: Steven Novotny
NTSB Accident Number: CEN18LA301

Narrative:

Asked Mr. Novotny about the accident that happened involving N953RJ. He confirmed that once the airplane became inadvertently airborne, it rose to about 100ft agl, but would not climb higher. I asked him about the replacement of the propeller that was mentioned in his written report. I asked specifically how he had set the blade angles and where he had obtained information regarding what the blade angles should be set to. He told me that he used a digital level on the propeller blades to set the angles and that he used the angles noted in the airplane maintenance records. The angles in the maintenance records were from the previous owner and how that individual had set the blades. He noted that he also attempted to research proper blade angles on the internet, but ultimately used those in the maintenance logs. I asked Mr. Novotny if it was possible that the blade pitch was not set correctly. He said it was a possibility and that he, not being an airplane mechanic, was planning to have a friend who is a mechanic check the work he had done, which had including setting the prop pitch. He said that he had not had that done prior to the accident since he had not planned to fly when the accident occurred.

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