



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: November 5, 2019
Person Contacted: Mr. Kyle Schuessler
NTSB Accident Number: CEN18LA363

Narrative:

Mr. Schuessler stated that when he used the word “overweight” in his statement to the sheriff’s department, he meant that the engine sounded like it was running rich. It didn’t have the high pitch sound but more like it was bogging down, like a “farting” sound.

He did not observe the dark exhaust during the takeoff roll, but once the airplane got airborne, he could see it. It wasn’t a super thick dark smoke, but it was a very noticeable dark exhaust.

He also said that the airplane took the full runway to takeoff. He was at the fuel pumps and he observed the airplane during the takeoff roll. He stated that it took all the runway. He couldn’t see the concrete at the end of the runway, but he could see the airplane as it was departing from the end of the runway. He did not know where the airplane started its takeoff roll.

In a subsequent phone call, Mr. Schuessler stated that the airplane climbed approximately 150 to 300 ft in altitude during the accident flight.



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Date: December 12, 2019
Person Contacted: Mr. Eric Aibel, Instructor Pilot
NTSB Accident Number: CEN18LA363

Narrative:

Mr. Aibel stated that he typically provides advanced pilot training for multi-engine airplanes, but occasionally will provide advanced training for single-engine airplanes. The training that he provided to the owners of N210PF in the summer of 2018 was the first time he provided training for a pressurized Cessna P210 that had the Vitatone turbo-normalized system, although he had provided training in turbocharged C-P210s before.

He reported that he met the pilots where they were purchasing the airplane. He assisted by flying the airplane during the pre-buy flights and maintenance discrepancies were noted that needed to get fixed before the purchase was finalized. After the airplane was purchased, he and the new owners flew the airplane to Crete, Nebraska where the pilots were based. He provided formal ground school and flight training with both the new owners of the airplane.

He stated that during the ground school training with the owners of N210PF, along with the normal systems training, he read and discussed the Supplemental Type Certificate (STC) SA02918CH with them, to include normal procedures and limitations. During flight training, he stated that he instructed them to check the manifold pressure, oil temperature and oil pressure and airspeed during takeoff. He instructed them that if the manifold pressure was too high, then the throttle needed to be reduced to keep the manifold pressure below the red line limitation. He stated that he did not emphasize checking the fuel flow during takeoff and stated, "I don't teach that."