

Williams Shaun

From: Ty Finch [REDACTED]
Sent: Monday, August 12, 2019 3:46 PM
To: Williams Shaun
Cc: Bret Davenport
Subject: N663BA

Shaun,

Here's a summary of what we just discussed....

- I shared my concern that the weight and balance in the preliminary report was incorrect. My initial calculation of 39 lbs. overweight was calculated from the basic empty weight of 1,080 lbs. I came up with my number adding 195 lbs for Pat, 190 lbs for myself and 14 gallons of fuel totaling 84 lbs. This is a total load of 469 lbs. which is 39 lbs. over the 430 lb. useful load. I understand your calculation to be from the latest weight and balance in January plus 5 lbs for misc. equipment.
- I also clarified the witness stating that there were 3 takeoff attempts. As I mentioned, I can certainly understand why they would think that; however, because I had a ½ mile taxi with a direct crosswind, I opted to plough taxi. As I mentioned, I stopped after the first plough taxi to check the lake and decided to taxi further down the lake. Plough taxing takes place at approximately 3,800 rpms, so it would likely be perceived as an attempted takeoff. Full takeoff power, however, is approximately 5,300 rpms.

Thank you and please let me know if anything else is needed from my end.

Ty Finch
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