



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: December 16, 2020
Person Contacted: David Montague, accident pilot
NTSB Accident Number: CEN20LA353

Narrative: In a phone conversation with Mr. Montague, he stated the following:

He kept the power control lever (PCL) friction lock so that the lever would move smoothly, in the “medium range.” In the past he has used the propeller beta to slow down the airplane quickly. He did not do it often, but he knew it was a way to slow down the airplane. He did not specifically remember utilizing beta during the accident flight, but he wasn’t completely sure. He thought that maybe he put the PCL into beta range after the PCL was already stuck. Since he felt the PCL stuck at some point, he moved the PCL to beta quickly to see if that would get the lever unstuck. He stated again that he didn’t remember if he put the PCL into beta range before the PCL got stuck, but it was possible that he did.

End of conversation.