

Mr. Baker

David Hartsell notes on day of N801EC accident,

04/19/2021. Aircraft pulled out of hanger for customer.

Customer said he was going to get fuel and have props balanced (I think) at Greg Aircraft.

Explain to customer not to engage a/p till he was at 5000 ft or higher.

(Added for clarification not on notes) this is a standard procedure instruction I give to all pilots testing A/Ps.

Cust sat on ramp and ran motors for approx. 15 min, then attempted to call shop 2 or 3 times but we could not hear him.

Walked out to airplane and customer shut down motors; customer said he could not get a/p to work. Got in aircraft and showed customer where main a/p and trim master switches were located and showed that it passed self-test. Told him to try again with motors running and if it did not pass to shut back down. Walked back to office.

Cust ran aircraft for 5 or 10 min then left.

Then learned aircraft had had accident so jotted down these notes as an abundance of caution.

Respectfully,

David Hartsell