

Michael Folkerts
Senior Air Safety Investigator
Central Division

Subject: Pilot Statement, CEN22LA412

Contact: William Jagust

Mr. Jagust provided these perspectives, in addition to information that he submitted in the pilot accident report:

- He reported the accident airplane's "Y" yoke, which was located between the two pilots' knees, was a less natural thought process regarding pitch control, as compared to a control wheel or control stick.
- He observed that the "Y" yoke made it harder to determine the neutral spot for pitch control during the accident takeoff.
- He noted that newer Zenith CH-750 models are equipped with a control stick.
- He thought the Zenith demonstrated takeoff roll distances contained in advertisements were unrealistic for most conditions.
- He was not aware of pilot operating handbook (POH) takeoff performance information released in 2009 for factory-built airplanes. When he was informed of this POH information for takeoff roll and distance to clear an obstacle, the pilot remarked that it appeared to be fairly accurate compared to the accident takeoff.
- He reflected that a better risk management decision for the initial takeoff of the airplane would have been to depart solo and meet the pilot-rated passenger at another airport with a longer runway.