



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: **6/8/23**

Subject: **ERA23FA258**

Contact: **Clarence Beintema, Tri City Aero Maintenance, Waterloo, Ontario, Canada**

Mr. Beintema was interviewed via telephone. He stated that the pilot was also an aircraft broker. His trip to KJHW was likely to work on the export of C-FFTT for sale in the U.S. The pilot was preparing for an instrument practical examination, and took the flight instructor with him to work on overall flying proficiency in preparation for that exam.

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Contact: **Dave Gascoine, Genesis Flight College, Stayner, Ontario, Canada**

Mr. Gascoine was a friend and business associate for the flight instructor, James Hughes. Mr. Hughes did not work for GFC, but was an independent contractor that provided Cirrus instruction. Mr. Gascoine stated that Mr. Hughes had commented that he was frustrated with Mr. Ryall's progress on his instrument training. Specifically, he had provided Mr. Ryall over 100 hours of instrument training, much more than the required minimum for the rating. The accident trip was to be Mr. Ryall's final instruction before taking an instrument practical test, scheduled for the following week.

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Date: 8/28/23

Subject: ERA23FA258

Contact: Clarence Beintema, Tri City Aero Maintenance, Waterloo, Ontario, Canada

Mr. Beintema was interviewed via telephone. I advised Mr. Beintema that preliminary data from the RDM indicated a high manifold air pressure (MAP) (~40") and high fuel flow (FF) (~49gph) during takeoff of the second touch-and-go, at very low altitude. I asked Mr. Beintema if the pilot/owner, Mr. Ryall, was having any problems with the MAP.

Mr. Beintema stated that the owner and experienced "Cirrus Instructor" Mr. Hughes, arrived at his facility the day prior to the accident, on June 5, 2023, stating that MAP was low. Specifically, it was about 32" and the max is 37.5". Mr. Beintema adjusted the MAP while the instructor performed ground runs to verify it. The instructor then took a Tri City Aero maintenance technician on a 30-minute flight and verified everything was set correctly. There were no anomalies noted during that flight.

Mr. Beintema added that the turbocharger controller (slope controller) is adjusted by a screw on the bottom. Specifically, 1" of MAP is adjusted by turning the screw about 13°.