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Subject: ERA25LA322

Contact: Dan McMenamin

The following is an excerpt from an email response from the pilot of N691DM to the NTSB IIC. The NTSB IIC had emailed the pilot several questions, and the pilot provided his answers:

1. Was there an issue with the engine or flight controls? I noticed no engine or flight control abnormalities during my pre-flight run-up prior to entering Runway 06.
2. For the accident takeoff, what were the control positions for the following items:
 - a. Mixture Control - Full Rich
 - b. Carburetor Heat - Cold
 - c. Flaps - At the time of takeoff, I believe I had set the flaps to 20 degrees. After examining the accident photos I took, I noticed the flaps to be retracted. I may have been distracted from my normal checklist procedure by attempts to obtain a local weather report to begin my return flight.
 - d. Elevator Trim - Set for takeoff

3. Have you ever flown to 1B2 prior to the accident flight? No
4. Approximately how many soft field landings and takeoffs have you conducted prior to the accident flight? Two (2)
5. In your view, why were you unable to rotate for takeoff? I was unable to lift off the ground because I had not accelerated to an airspeed sufficient enough to take off with zero flaps extended.

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