



RECORD OF PHONE CONVERSATION

Kathryn Benhoff
Air Safety Investigator
AS-20; General Aviation Accident

Date: November 15, 2016
Person Contacted: Mr. Robert Kaufmann
NTSB Accident Number: GAA17CA061

Narrative:

The following is a synopsis of the information provided by Mr. Robert Kaufmann in a telephone conversation on this date: November 15, 2016.

- The flight instructor reported that the pilot flew the practice instrument approach with the left propeller in the full-feathered position at the single-engine best rate-of-climb airspeed (VYSE/ "blue line") of about 109 knots.
- He further reported that the pilot had added about 30 degrees of flaps after it had been previously discussed that they would not due to the extended length of the runway.
- The flight instructor reported that after he radioed on the common traffic frequency he looked at the airspeed indicator and noticed that they had lost about 20-30 knots.
- He reported that the pilot added thrust from right engine and once it kicked in it aggravated problem worse and turned to the left as it was stalling.
- The pilot said "you have the plane" and the flight instructor brought the power back to idle in a bank to the left of about 20 degrees, added right rudder, and pointed the nose down.

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.