



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 7, 2017

Person Contacted: Mr. Michael McClure (Pilot's son)

NTSB Accident Number: WPR16FA158

Narrative: The following information was provided in emails sent by Mr. McClure in response to the same questions from the NTSB, which were sent to Mr. McClure on two separate dates due to a filing issue.

NTSB Questions (sent 8/9/16 and 7/7/17)

- a) Was the pilot IFR current?
- b) Do you know whether he flew IFR or only VFR of late?
- c) Can you provide some synoptic/overview info re his time/preferences/habits re recent IFR/VFR?
- d) Was the airplane equipped with an autopilot?
- e) If so, what basic modes (eg altitude, heading holds or nav track) did it have?
- f) If so, what were his habit patterns re A/P use? (mode, timing)

8/10/16 Responses

- a. I'm not sure about current IFR. He had a BFR in April but I'm not sure if that included an instrument competency check. He did have at least one instrument student.
- b. All FFL flights are required to be VFR. He may have filed IFR a couple of times in several years.
- c. He flew a lot. 4 to 5 missions a month. I doubt he was current IFR but was very current VFR with several landings logged each month.
- d. The Seneca had a KFC 200 autopilot and flight director. Both worked very well. He would usually hand fly to altitude and then engage the autopilot with altitude hold during cruise. Usually hand flew the descents as well.
- e. The A/P and F/D had heading, nav, and loc G/S modes. Also ALT hold
- f. He liked to hand fly the airplane the most. It was a very stable platform.

7/7/17 Responses

He was current as far as I know. He did have at least one instrument student at the time.

Only flew VFR. Flights for Life did not allow IFR

He flew 200 hours a year. Very current for a GA pilot.

Airplane had a KFC200 autopilot with flight director. 2 axis.

Most of the time he would hand fly to altitude then engage the autopilot in heading or nav track mode with altitude hold