



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 9, 2016
Person Contacted: Mr. Larry Mednick (President, Evolution Aircraft)
NTSB Accident Number: WPR16LA071

Narrative:

The following is a synopsis of the information provided by Mr. Mednick in a telephone conversation on this date:

- The Revo and Navajo are two very different aircraft
 - The Revo flight control bar has significantly less travel than the Navajo
 - Revo control bar travel is about 6 inches fore and aft of the neutral location
 - The Navajo is much slower, and much more docile
 - Navajo cruise is approx 55 mph, Revo approx 100 mph
 - Navajo T/O & landing speeds approx 45-50 mph, vs 70-80 mph in Revo
 - Revo rotation speed is 62 mph (solo) and 72 mph (dual)
 - The Revo has a more substantial carriage shell/enclosure
- Pitch trim
 - Set in flight via a toggle switch
 - Cannot readily determine trim setting on ground by visual examination
 - Trim setting not critical for takeoff or climbout. Aircraft easily operated regardless of trim setting position, and there is no specified takeoff or landing trim setting
 - Trim is used primarily to minimize effort by pilot to maintain level flight
 - Trim setting can also be used to maintain a certain speed
 - The pilot normally sets the trim in cruise flight
 - Trim setting can be used to allow for periods of 'hands free' flight
- Revo Configuration
 - Tandem seat, dual controls
 - Front seat has foot throttle
 - Rear seat has hand throttle
- Front seat is solo seat (it has all required controls and instruments, only some of which are available in the rear)
- The rear seat can be used as a flight training position with the installation of additional bar extensions (which the accident aircraft was equipped with)