



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: May 16, 2016
Person Contacted: Mr. Elliot Seguin (Pilot)
NTSB Accident Number: WPR16LA110

Narrative:

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

- He and some colleagues had modified a Rutan Quickie with twin turbine engines
- The engines were Czech PBS-TJ40
 - FADEC controlled
 - Reportedly 8gph fuel flow
- This was the third flight of the airplane
- The goal was pattern circuits for crosswind controllability, followed /terminated by one landing
- Fuel on board at TO was 7 gallons
- Fuel tank configuration
 - 3 tanks total
 - 1 Main "Stock" tank (on A/C centerline under pilots legs; capacity approx 7 gallons)
 - 2 empty unnamed tanks; not plumbed into system yet; inop
 - All fuel for this flight was in "stock" tank for CG management purposes
- Stock tank "Ys" to two engines; each line then has separate shutoff valve
- Pilot departed MHV rwy 12; climbed rapidly to approximately 4,500 feet to determine which rwy to conduct test approach to, based on winds
- Initially planned rwy 12 landing, but after powerback at altitude, winds switched, "split evenly" between 22 and 26
- Then was debating whether to use 22 or 26 for the next approach again based on winds and test needs
- Entered pattern for 26, but when about 200' agl pilot went around due to unfavorable winds for test
- Climbed out, and then maneuvered for landing on 12

- While in flare approximately 10' agl on 12, gust from the right side disturbed airplane, and the pilot applied power to go-around
- He heard left engine spool down, and confirmed via engine instruments
- Because its so early in the test program, minimum control speeds are not known, and pre-planned procedures call for shutdown of both engines if one fails
- The gust disturbance caused airplane to track towards dormant/stored airliners, and pilot found himself headed for a B-747
- He maintained approximately 30-40% thrust on the R/H engine to clear B-747, but was unable to correct directional slew to the left with full aileron/rudder controls due to asymmetric thrust
- Airplane missed B-747 and other parked airliners but impacted ground and house-trailer in an approximate 20 to 30 AND attitude
- He was wearing a helmet, but the visor opened when the helmet struck or was struck by something
- He sustained a black eye and some back muscle sprains
- He was of the opinion that the L/H engine flamed out due to the flowfield disturbances of the gust (blanking by fuselage from R/H gust) and rapid power increase demand