



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: October 7, 2016
Person Contacted: Mr. Joseph Rice (Pilot/owner)
NTSB Accident Number: WPR17CA001

Narrative: The following information are the verbatim extracts that were provided in an email sent by Mr. Rice (via his attorney) on this date, in response to two separate sets of NTSB questions:

NTSB Question Set 1:

- 1) Please provide the name & contact info for your attorney (and feel free to provide him with mine)
- 2) Please provide the name & contact info for your insurance claims representative (and feel free to provide him/her with mine)
- 3) Please provide the name & contact info for the property owner where the airplane is currently located
- 4) Please provide the name & contact info for the persons/agency which moved the airplane from the runway to its present location
- 5) Confirm that none of your passengers were pilots
- 6) Please advise whether you or any of your passengers took any photographs after the event, and how I can obtain copies

Pilot/Owner Response Set 1:

1. He has Scott's information
2. I have contacted my insurance company. The Representative is [REDACTED]
3. The airplane is at the residence of [REDACTED] who lives on the field. He now has a key to the airplane and has placed the key [REDACTED]
4. [REDACTED] helped me move the airplane to his residence. I supervised the move.
5. No one was injured in the accident and no one other than myself was a pilot.
6. I took some photos and I will forward those to you.

NTSB Question Set 2:

- a) Do you know whether the gust/control lock was a standard Cessna component, or some other version?
- b) Do you recall where the gust lock came from- in other words, did you get it with the airplane, or was it an aftermarket purchase, or a 'home-made' version?
- c) If not Cessna or 'home-made,' do you recall its brand/model?
- d) Do you recall whether it was intact, or in some deteriorated or damaged condition. If the latter, can you describe the damage/deterioration
- e) Regarding your iPad, was it the normal, full size iPad, or the smaller (approx. ½ size) version
- f) Can you describe, or sketch on the attached instrument panel picture, or create your own sketch, of how and where the iPad was mounted for this flight?
- g) Was the iPad mounted in its normal position for this flight, or was it re-located for some reason (eg- because you had a right-seat passenger?)
- h) Briefly describe both your typical pre-takeoff checklist usage/habits, and those for this flight
- i) If you deviated on this flight from your normal procedures/habits, can you briefly elaborate as to why
- j) If you typically refer to/use checklists, do you use the Cessna checklist from the POH, or some other version
- k) If its the Cessna version, is it in its original size, or is it a resized- and/or re-typed version.
- l) If not original Cessna, what size & format is it
- m) If not original Cessna, what is the source/origin (aftermarket purchase, came with the airplane, 'home-made, etc)?
- n) Where is the checklist normally kept (eg in the POH, separate laminated copies, etc) during the start and early phases of flight

Pilot/Owner Response Set 2:

- A. I believe the gust/control lock was a standard Cessna component.
- B. The gust lock came with the airplane when I purchased it.
- C. N/A
- D. It seemed to be in normal working order.
- E. The iPad was a smaller version.
- F. The photos of the interior show how the iPad was set on the yoke
- G. No, it was in the normal position
- H. I use the printed Cessna pre-flight checklist in its full size version for initial take-off and usually use a smaller card sized version attached to my iPad for in-flight reviews.
- I. I deviated due to a perceived need to physically check my gas tank levels at the run-up area. I lost track of the procedures.
- J. I always follow the Cessna recommended procedures.
- K. Original size
- L. N/A
- M. N/A
- N. I keep the check list in the airplane pocket next to my left leg and the smaller version attached to my iPad