



RECORD OF COMMUNICATION

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Western Pacific Region

Date: October 19, 2016
Person Contacted: Mr. Joseph Rice (Pilot/owner)
NTSB Accident Number: WPR17CA001

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

NTSB Questions:

- a) Do you recall when you installed the control lock relative to (before or after) when you exited the airplane to stick the tanks?
- b) Do you recall whether you were aware that you had installed it backwards?
- c) Once airborne, did you realize the control lock was still installed, or simply that something was wrong?
- d) If you realized the lock was still installed, do you recall what (if any) options you considered, or any rationale for choosing the solution method (cut power and re-land) that you did? Or was it a much more autonomous/reactive response?

Pilot/Owner Responses:

- a) I installed the control lock when exiting the airplane to go to lunch. Upon returning to the airplane I did a walk-around but failed to remove the lock. I taxied to the run-up area and started my checklist again. I turned the engine off, got out and checked the fuel. Upon returning, I obviously skipped the flight controls check, completed the run-up and took off.
- b) I am not aware of the lock being installed backwards.
- c) I just knew something was wrong
- d) I did not know what the problem was, but knew I needed to abort the take-off and stop the aircraft.