



RECORD OF COMMUNICATION

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Air Safety Investigator
Western Pacific Region

Date: January 3, 2017

Person Contacted: Mr. Stephen Adams (Previous owner N176PA)

NTSB Accident Number: WPR17FA041

Narrative: The following is a summary of information that was provided in a conversation with Mr. Adams on this date:

- He was the previous owner of N176PA, and sold the airplane to the accident pilot
- He had purchased the airplane in 2011
- While he owned the airplane, he made or had made the following changes
 - The original high-time engine was replaced with the accident engine
 - The accident engine was originally a twin-turbo, but there was insufficient room under the cowl for twin turbos
 - The engine was converted to a single-turbo version, and subsequently that was removed
 - The fuel servo was reworked by Precision to accommodate normal aspiration, and the airplane operated well and reliably with that configuration
 - He also had most of the instrument panel redone, including installation of the GRT S-200 "EFIS" units and the Garmin 480 GPS unit
- The ARINC 429 was only an interface between the Garmin 480 and the GRT EFIS unit(s), and did not record/store any data
- The S-200 units were used to display flight and engine information, but could be used to download data to a USB memory stick
- S-200 data storage required (in sequence)
 - Insertion of a memory stick (in the back of the device); no panel accommodations were installed
 - Slight (multi-page) re-programming of the S-200 to enable data recording
 - Flying and or power up in this configuration to record data
 - Retrieval of the memory stick
 - Download and conversion of the data (via GRT software or assistance)
- Regarding flight characteristics, Mr. Adams stated:
 - "It was not a Lancair," meaning that it had rather docile handling qualities
 - Sierra SkyPark's runway was relatively short for this airplane
 - Normal takeoff configuration was ¼ to ½ flaps (never 0 flaps) and pitch trim neutral/faired

- The airplane had a "huge" elevator, yielding good control and "light" stick forces
- Mr. Adams reported that he believed it was impossible to "run out of control authority" with the pitch system, and the elevator stick forces were such that a mistrim was an insignificant event that could be easily overpowered by a pilot
- The airplane "stalled like a [Cessna] 172" – it was docile, not sudden, and with no tendency to roll off on either wing
- "90 was the speed" for takeoff and landing, meaning it was a good reference speed for both
- Takeoff rotation was about 80 knots, with a climb at 90 to 100 knots
- Short final speed was 90 knots
- He demonstrated stalls to the buyer, and then the buyer flew them as well. He noted that the buyer was "a good pilot"
- The fuel system consisted of 4 separate tanks; two outboards (15g each) and two mains (30g each)
- The mains were equipped with float gauges, the outboards were not
- The airplane was equipped with a fuel flow/totalizer system that was "crazy accurate"
- Normal procedure was to burn from either main until there was sufficient room to transfer the respective outboard contents to the same main
- The transfer pumps were mounted under the respective front seats, and one could hear them operating