



RECORD OF CONVERSATION

Andrew L. Swick
Aviation Accident Investigator
Western Pacific Region

Date: July 28, 2017

Where: Ogden city hangar, Ogden-Hinckley Airport (OGD), Ogden, Utah

Person Contacted: Mr. Beckstrom (Co-owner)

NTSB Accident Number: WPR17FA166

I interviewed the Mr. Beckstrom who was a co-owner of the accident airplane (N60WB). He stated that he and Mr. Clarke (accident pilot) bought the airplane three years ago and that they have had no problems with it other than some small avionics issues. They always refueled with the main tanks to the tabs and the wing tip tanks half full. His reason for the half full tip tanks was to keep the tanks wet, and for managing aircraft weight. He also stated that the useful load for the airplane was 1,140 or 1,150lbs and that the seats are setup with the club seating arrangement. He further stated that there have been four or six flights since the last annual inspection. During taxi, they would lean the fuel-air mixture four-turns for taxi, during runup they would lean further, and for takeoff it would be in the full rich position. The flaps would always be in retracted position for takeoff. Mr. Beckstrom and Mr. Clarke would sometimes fly together and during takeoff would use the crossing runway 3/21 as a visual cue for aborting the takeoff, if the takeoff roll was too long.



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