



RECORD OF COMMUNICATION

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Air Safety Investigator
Western Pacific Region

Date: March 15, 2017
Person Contacted: Mr. Michael Burks (Pilot/Owner)
NTSB Accident Number: WPR17LA064

Narrative: The following are verbatim extracts of information provided in several emails sent by Mr. Burks on this date in response to NTSB questions:

First Communication Cycle

NTSB [to pilot & FAA]:

Conversations with the pilot indicated that he had experienced previous “problems” with the turbocharging system in the past year or two, but my examination of the provided maintenance records do not show any such corrective actions.

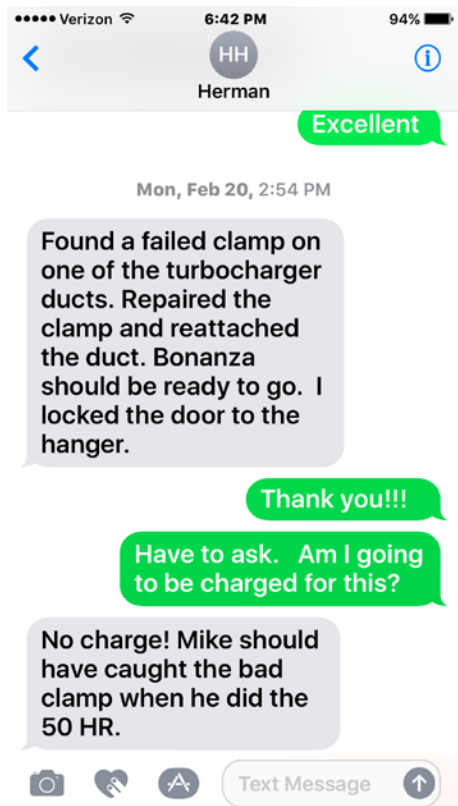
At this point its not clear to me who has the mx records, but whoever does have them, can you please advise and also provide me with copies of the relevant maintenance entries?

Pilot Response

See attached screen shot of text conversation regarding the turbo. [attached following page]

Furthermore, as I discussed with Troy today, the Bonanza could not climb above stall speed for the duration that I owned the aircraft. I am now finding out that this is not the norm. I have no idea what to attribute this to, but my wife will testify to the fact that the stall horn was screaming every time we took off and climbed to cruising altitude. It took us approx 20-25 minutes to climb from Sea-level to 10500 when we departed from Bellingham WA 4 days after the 50 hour was completed. The plane would not climb above 10500 and the MP would not exceed 24 throughout the entire flight from Bellingham to 32S.

Feel free to contact my wife Kiomi Glenn Burks ... to confirm



Second Communication Cycle

NTSB:

Thanks for the response but I need the formal maintenance records entry/entries re any turbocharger issues, and as I said right now I don't have any, and don't know who is actually in possession of the records

Also, can you provide any details/specifics re the stall horn issue below, and what efforts etc you took to identify & rectify the situation?

Pilot Response

I have no idea if there is anything formal anywhere... I am not a mechanic and cannot tell you anything about what they did or did not log.. I have a text from a mechanic from Choice Aviation proving incompetent work which risked the lives of me and my family, which I am not happy at all.. Did it have anything to do with the accident? I have absolutely no clue.. did the plane have trouble climbing? Yes, 100% of the time since I purchased it..

And, as I listed below, I did not know that the stall horn screaming the entire time climbing was not the norm until the mass amount of people have come to me with extremely helpful advice.

So, my efforts to rectify the situation is to purchase a 2010 G36 from a reputable dealer in Paducah KY and am having an annual inspection done before I fly it home..

Please do not take this as sarcastic or anything other than relaying information to you.. I have a total of 18 months flying experience and after speaking to several people, my training was inadequate and the maintenance work on the Bonanza was subpar, even though I have spend close to \$40,000 trying to make the plane fly as it was supposed to with 2 different

shops... Needless to say, no one in the state of Montana will ever work on my 182 or my G36 ... They are overpriced and they did not do their jobs

Third Communication Cycle

NTSB:

Can you please tell me who is currently in possession of the maintenance records for N3803J?

Pilot Response

They are in my office. I will bring them down to the Stevensville Airport and give them to Dustin. They will be there by the end of the day today. Please let me know what else you need to expedite your investigation