



RECORD OF COMMUNICATION

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Western Pacific Region

Date: March 16, 2017
Person Contacted: Mr. Michael Burks (Pilot/Owner)
NTSB Accident Number: WPR17LA064

Narrative: The following are the pilot's verbatim email responses sent on this date in response to NTSB questions.

NOTE: the questions were denoted as "a" through "m" in the NTSB query email. They were denoted differently (with an initial sequence of "a-b-a-a-b," as seen below) in the pilot's email response, but it was not clear whether that was intentional or inadvertent.

- a. What factors led to your selection of Runway 12 for this takeoff?

See section b for a detailed explanation of factors. As my wife will attest, we have taken off from 12 ever since I moved my planes to 32S.. Never once had we experienced any difficulties climbing and have had more weight in the back of the plane as we have had 2 adults in the seats directly behind us. Not until the accident, had anyone ever told us that taking off on 12 was not recommended.. In fact, 2 individuals told me that the entire airport was baffled as to why we did it, yet not one person relayed that concern because they did not want to offend. Needless to say, I have told every person at that airport that if they see any pilot do something out of the norm, they need to relay that concern as it could save lives. The reasoning for the 12 departure is that 99% of the time, we are heading East or South East..

- b. Do you have a 'normal' departure runway at 32S for this airplane, and if so, which is it?

This question is answered above..

- a. Do you use similar or different runway selection criteria for your A36 and your C-182?

Negative.. each departure is based on the current conditions..

- a. Approximately where (or how far from the runway 12 threshold) did you begin the takeoff roll?

I began lift at 80 knots as I have done ever since I purchased the plane.. I would be guessing and I don't want to do that with this situation

- b. Did you conduct an explicit takeoff analysis determination for this flight, or did you rely on historical performance and experience?

We looked at the flag on take off and it was a straight cross wind with gusts coming from both directions. I confirmed with my wife that I thought that even though the flag was gusting, it primarily was a direct cross wind, so with the history of successful takeoffs from the airport on 12, I was confident that we were taking off with gusts that would result in a cross wind take off. We have taken off from this airport with the same conditions several times as the winds pick up in that area very often. I was shocked when I saw the ATIS report as was my wife as we both saw the flag showing a direct cross wind with gusts that made the sock point in both directions, east and west. I would never take off knowingly with a tail wind. My instructor was absolutely adamant about this issue.

- c. What was the quantity status of each of the fuel tanks? Please be explicit about the number of tanks and approx./estimated quantity in each

All 4 tanks were full. I had just filled up prior to take off.

- d. Did you weigh your luggage or did you rely on experience and historical performance?

I did not bring a scale with me, but I did know that not one bag was more than 40 pounds. I loaded the heaviest bags in the seats right behind us and then the lighter bags, etc towards the back of the plane. I have flown the plane with (2) people in those seats that exceeded 500#'s and did the weight and balance calculation at the time and it was not even close to being over weight or out of balance based on the weights that were in the plane's log books. Therefore, I concluded that the weight and balance was in check with the lighter bags in those seats

- e. Did you observe or confirm engine gauge indications during the roll?

I confirmed MP and Fuel consumption as I held the brakes as I always do. Both maxed out and I adjusted the fuel trim so that the gauge did not exceed the red line. I released the brakes and started roll off at 80 knots. I did not notice a drop in anything while on the runway, but as the plane began to drop, I was more focused on leveling it out, so I cannot tell you if any gauges indications dropped after the initial roll out..

- f. If so, do you recall any values or generic indications)?

see above

- g. Did you observe any engine gauge indications subsequent to the beginning of the problem?

see above

- h. If so, do you recall any values or generic indications?

see above

- i. What flap setting was used for this takeoff?

no flaps were used

- j. What pitch trim setting was used for this takeoff?

I do not know the value.. it was between 0 and 6 I believe which is what I use every time I take off. I do not use heavy pitch trim on take off as I don't like the nose to come up too fast.. I always want to see what is in front of me and use the yoke solely to keep the airspeed above stall I will tell you again, that I have spent over \$35,000 on the aircraft in less than one year to resolve issues that were found by Northstar as the compression ratings failed upon inspection. The plane NEVER climbed at more than 80 knots, no matter how much power I gave it.. I am now being told that a Bonanza A36 should be able to easily climb at much faster speed, so there was an issue with that plane ever since I purchased it.