



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 13, 2017

Person Contacted: Mr. Jack Norris (builder/owner/pilot)

NTSB Accident Number: WPR17LA148

Narrative: The following information is a verbatim extract of an email Q&A exchange between the NTSB and the pilot on this date:

1. Whats the approx. TT on the airplane? 63 tach hours
2. Whats the approx. TT on the engine? 63 tach hours
3. Whats normal flight idle rpm? 1500-1600 rpm
4. Whats minimum in-flight rpm with throttle fully retarded? 1300-1400 rpm
5. Did you buy the engine new or is it an overhaul? New. Manufactured in November 2014.
6. Whats normal climb rpm? Depends upon climb speed/rate of climb. On Take off with the current propeller pitch angle it was 2660 until I leveled off around 2500 feet. If I want to climb rapidly, I'll climb between 85-90 mph in the 2900-2950 range and will be climbing around 1000 fpm. If I want a leisurely climb, I will climb around 95-100 mph at 2800-2850
7. Whats normal cruise rpm? 2700-2800
8. Do you use Avgas or Mogas? 100LL Avgas
9. Do you have a schematic of the fuel system that you can send me? I don't, but I can draw one and send in a subsequent communication. leisurely
10. What's "SATR"? SPECIAL AIR TRAFFIC RULE associated with the area under air traffic control of Luke AFB. It is to the west/north/southwest of KGEU and west of KDVT.
11. Re the Cyl. No 3 CHT discussion:
 - a. What were your other CHTs (ballpark OK)? 315-320 degreesF
 - b. Was this a continuing discrepancy or the first time you noticed it? First time and a function of length of time idling and the ambient temperature. As noted previously, it dropped to 330 degreesF immediately upon letting the airplane move under power. Cylinders #3 and #5 are always the hottest due to position (mid and back on the right side). It is important to note that 350degF is NOT the redline, it is a temperature set by me as a reference warning so that the EFIS gives me an alarm. I would be concerned if it continued to move higher at the initiation of the take-off roll

and continued movement rapidly toward the redline. It did not. Had it continued to climb I was prepared to abort the take-off. The engine did stumble below 1000rpm on initial start-up. Warm up idle is 1000-1200rpm. I also performed two mag checks before take-off that morning. They were well within range. At 2900 rpm in the climb the engine was not smooth. Not surging or rough (like with the former fuel pump)...just felt like it had a hitch in its get along....not purring. I did not have the opportunity to explore that symptom.