



RECORD OF PHONE CONVERSATION

Jackie Vanover
Aviation Accident Investigator
Western Pacific Region

Date: February 13, 2018
Person Contacted: Mr. Charlie Ducat
NTSB Accident Number: WPR18FA088

Narrative:

The following is a synopsis of the information provided by Mr. Ducat in a telephone conversation.

Charlie Ducat assisted the pilot during the initial build of the airplane. He has flown this airplane multiple times prior to the accident. He was riding in the back seat of the airplane about three weeks ago. During the takeoff roll the airplane began to vibrate excessively. So much so that Charlie's headset flew off his head. The pilot aborted the takeoff and taxied to the ramp. As they (Charlie and Tommy) were looking over the damage, an airport employee who was performing a FOD check of the runway, brought them a piece of the left horizontal counter balance weight that had fallen off during the takeoff roll. To his knowledge, the pilot fixed a shimmy dampener on the nose landing gear and also manufactured a new counter weight and installed it in the left horizontal. He was unsure if the pilot inspected/repared the right horizontal. Charlie was asked if he/they had to remove the rudder to repair the counter balance weight. He stated that he does not believe that he had to take the rudder off. He described the counter balance weight design as, .060 tubing on a 7lbs counter weight. He noted that it had broken off at one of the 4 bolts. In the past, the counter weight had broken off in flight before, but he couldn't remember when or what the result was.

Charlie was asked about any Coax RG58 that would have been near the vertical stabilizer. He responded that it was more than likely for an antenna for the radio that was in the vertical, but really couldn't recall. He was asked if he knew of any previous maintenance that required the disconnection of the rudder. He stated that he doesn't remember ever taking off the rudder. He stated that this plane may have been the oldest VK30, with regards to the amount

of flight time. He stated that the pilot works as an engineer and that he had redesigned the propeller to driveshaft coupler.

The first drive shaft was an aluminum tube with carbon over it, and he believes that they had issues with the drive shaft strength. (Unverified)

When you turned the engine off, you would hear a sound from the drive shaft. He knows that sound equals vibration. When you would turn the engine off, the drive shaft would make a weird sound.

He stated that the drive shaft is probably the original drive shaft that was manufactured by Cirrus.

He stated that he always personally worried about the noise in the drive shaft. He reported that when ever he would go to turn the engine off, it sounded like there was some vibration originating from the drive rotor. When he would ask the pilot as to the cause, the pilot would reply by saying not to worry about it, that it was normal to hear that.

He believes that Joyce (wife of pilot) has the original build book.



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Date: February 13, 2018
Person Contacted: Mr. James Quiroga (Witness)
NTSB Accident Number: WPR18FA088

Narrative:

The following is a synopsis of the information provided by Mr. Quiroga in a telephone conversation.

The witness was hiking around Vasquez Rocks with a friend ([REDACTED]), [REDACTED] Agua dulce, CA 91350) on the north side of HWY 14, looking to the south. He stated that he observed the accident airplane prior to the initial upset to the point that he lost visual of the airplane behind a hill.

He observed the airplane prior to the initial upset flying straight and level, about 2,000 ft to 3,000 ft above the ground. He stated that as the airplane got closer to the mountains it looked like the wind had pushed the right wing up. The airplane then went completely vertical and headed towards the ground. He added that, when the right wing lifted, it sounded like he "maxed the engine out. James was asked if he noticed a difference between the sound of the engine when he observed it in straight and level flight and after the right wing lifted. He stated that, there was a huge difference in sound from the first time he saw the airplane until the time it went vertical. There was a very distinct difference. When he went vertical, he throttled forward. He did not see any smoke or anything wrong with the airplane.



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Date: February 28, 2018
Person Contacted: Mr. Kent Yarnell (Other pilot on
Insurance Plan)
NTSB Accident Number: WPR18FA088

Narrative:

The following is a synopsis of the information provided by Mr. Karnell in a telephone conversation.

- 8-10 years prior the forward coupling was replaced due to a vibration issue.
- The one that they used to replace the old one was used
- He believes that it is rated at 400-500 horse power.
- He flew the airplane about a month ago. Right after the annual. Didn't notice any vibration.
- Weird shutter when you would shut down.

Propeller flange adapter

- About 300 hours took it all apart. Always retorqued during the annual.



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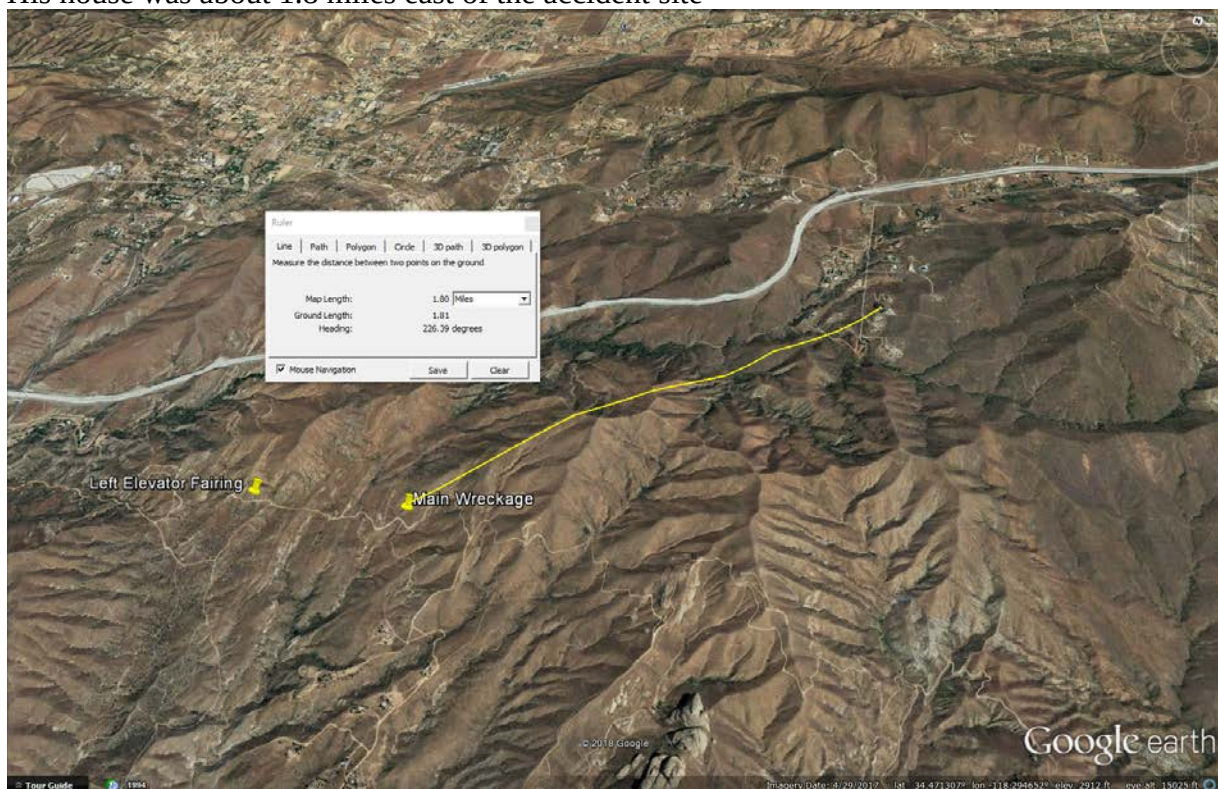
Jackie Vanover
Aviation Accident Investigator
Western Pacific Region

Date: February 23, 2018
Person Contacted: Mr. Nicholas Cocuzza (Witness)
NTSB Accident Number: WPR18FA088

Narrative:

The following is a synopsis of the information provided by Mr. Cocuzza in a telephone conversation.

His house was about 1.8 miles east of the accident site



He was inside his house, he heard the airplane's engine, he jumped up and looked out the window. The engine was very loud. Nose down attitude about 30° about 2000 feet above the ground. Observed the airplane for about 2 seconds. During the time of the accident, the winds were very strong.