



RECORD OF CONVERSATION

Date: August 21, 2018

Time: 1345 MST

Person Contacted: Avi Maltzman (previous owner and seller of airplane, N787WM)

Subject: WPR18FA229 activity with buyers of airplane on purchase date

On this date, August 21, 2018, during the course of the layout examination at the facilities of Air Transport, Phoenix, Arizona, Senior Aviation Accident Investigator Thomas M. Little, the NTSB investigator-in-charge for the accident in question, conducted a telephone interview with one of the previous owners of the airplane, an Acroduster II single-engine biplane, N787WM, Mr. Avi Maltzman. Mr. Maltzman revealed the following, to the best of his ability to remember, of what occurred on the day of the sale between he and the purchasers of the airplane, Mr. Theodore Rich and Ms. Elaine Carpenter.

Mr. Maltzman stated that both Mr. Rich and Ms. Carpenter were present for the sale. During the course of the day Mr. Maltzman said that he provided one of the pilots, Mr. Rich, with a two and one-half hour orientation so Mr. Rich could get familiar with the airplane prior to departing on the 375 mile cross-country flight back to the Deer Valley Airport, Phoenix, Arizona. Mr. Maltzman stated that during the orientation flight for Mr. Rich, he felt Mr. Rich flew the airplane well, and that he did not have any issues with Mr. Rich's flying ability. However, when he suggested to Mr. Rich that he remain in the are for a couple days in order to get some instruction from a rated FAA flight instructor who is familiar with the airplane, Mr. Rich replied that he didn't have time, and that he felt comfortable with the airplane. Mr. Maltzman also informed the IIC that he did not given the other pilot, Ms. Carpenter an orientation flight prior to their departure for DVT.

When the IIC brought to Mr. Maltzman's attention that the rear pilot's seat power quadrant, which consisted of the throttle lever and the propeller governor lever,

both of which were wrapped together with duct tape, which would allow them to function together in concert, Mr. Maltzman opined that he had no knowledge of that, that he did not configured the airplane that way, and that if must have been done by the new owners.

Thomas M. Little
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