



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: September 7, 2018
Person Contacted: Mr. Todd Rahmes (Owner/pilot)
NTSB Accident Number: WPR18LA256

Narrative:

The following is a synopsis of the information provided by Mr. Rahmes in a telephone conversation on this date:

- Mr. Rahmes is the owner and pilot of N131TX, a Cirrus SR22T
- He resides in Austin TX and bases the airplane at KEDC
- He and his wife (a non-pilot) departed KEDC earlier in the day on an IFR personal trip to Ann Arbor (KARB)
- They have made this trip several times previously, and Kennett Memorial (KTKX), MO is their typical fuel stop
- The first leg was nearly uneventful and the planned landing at KTKX was uneventful
 - The only anomaly, which was minor, was that the "AOA Overheat" annunciated after the pilot turned on the pitot heat for the departure from KEDC
 - He turned off the pitot heat for a minute or two, and then recycled it, and the annunciation did not reappear
- While the pilot refueled the airplane, his wife left the airport to bring them back some lunch
- They were not in a hurry
- The pilot filed an IFR flight plan for the second leg (KTKX- KARB)
- They re-boarded for the second leg
- The sky was clear
- Start, taxi, takeoff from rwy 18, & initial climb were uneventful
- At "200 feet" the pilot brought up the flaps and engaged the autopilot (A/P)
 - NOTE: KTKX elevation is approx. 260 ft msl
- In the climbout the pilot realized that the ambient noise level was "really loud", and recognized that the active noise reduction (ANR) function of his Lightspeed brand headset was apparently not engaged

- NOTE: this model headset has an inline control module, which measures approximately 5" long and 1" in diameter; the ANR function is engaged by pushing a button near one end of the module
- When he went to activate the headset's ANR button, the pilot noticed that the module was caught between his seat and the airplane center console
- He tried to free it but was unable
- He then bent down/over in a further attempt to free the module
- He then heard/felt the engine lose all power
- He sat up, glanced at the power and mixture levers, and noted that they were full forward
- He then got the "sink rate" audio annunciation from the airplane
- The engine stumbled or "sputtered" and he was hopeful that it would return to normal operation
- The A/P was still engaged
- He asked his wife what their altitude was, and she immediately responded "640 feet"
- He then warned his wife, and deployed the ballistic whole aircraft parachute
- He estimated that the time from his bending over to free the module until power loss or "sink rate" annunciation was "5 to 10 seconds" and maybe as much as "20 seconds"
- The airplane initially assumed a steep AND attitude (which the pilot described as "lawn dart"), but then the chute caused it to assume an approximate 45° ANU attitude
- The airplane struck the ground tail-first, in that attitude
- The engine appeared to separate from the airplane
- The airplane came to a stop, and the pilots wife began to use her phone to call 911
- The pilot determined that they should exit the airplane.
 - He could not open his door
 - His wife was able to open her door
- The windshield was shattered
- The airplane was "still making noise" so the pilot turned off all the electrical switches
- He then exited via the passenger-side door
- They continued the 911 call and successfully summoned assistance
- He did not recall turning off the ignition, but later saw the ignition key on his seat after they exited the airplane
- They both were taken to a local hospital; both had minor injuries
- The pilot stated that the only switches that he turned off were the electrical power switches
 - He did not change the fuel selector valve position
 - He did not knowingly or intentionally change the electric boost pump switch position during the event or after the accident
- The pilot offered conjecture that during his effort to free the headset module, he might have inadvertently actuated the electric boost pump switch
- The pilot referred the NTSB to his airplane management company for insurance and maintenance record information