

From: [REDACTED]
To: [REDACTED]
Subject: Re: N6864Q Accident/Incident Report
Date: Wednesday, October 9, 2019 8:51:43 AM

Hi Mr. Huhn,

In answer to the questions you have asked below I will answer them to the best of my knowledge since I have

not spoken to Mr. Schaefer since several weeks after the accident.

As to the maintenance logs, POH or other documentation for N6864Q, these documents are all in Mr. Schaefer's possession.

As I recall the engine was an IO-520 but I don't recall having any discussion about it being turbo normalized or turbocharged.

Regarding your asking about any statements we can provide about law enforcement, insurance, etc., the only thing

I can think of regarding law enforcement was that several officers from the Sedona Police Department arrived at the scene

of the accident shortly after it occurred as did personnel and equipment from the Sedona Fire Department.

Since there was

no fuel leakage from the aircraft and no apparent threat of an explosion or fire, no further action was taken by the fireman.

The police officer in charge (I don't recall his name) did ask to see my pilot certificates and driver's license, and I believe he

also requested the same from Mr. Schaefer but no further questions were asked from the officer.

As to your asking about insurance, the only knowledge I have about insurance on the aircraft is what Mr. Schaefer

told me a week or so later and that he was pleased to report that the insurance company had already given him a check

for the full amount he had paid when recently purchasing the airplane, plus an additional \$1,000.00. Since neither Mr.

Schaefer or I sustained any injuries there was no compensation for medical expenses.

And, regarding a statement from me about the engine runup, takeoff procedures, etc., I can respond in two ways.

First, the NTSB Preliminary Report (Accident Number: WPR19LA128) is an accurate summary of what occurred. Also,

later in the day on May 1st when the accident occurred, I typed a 4-page report of the circumstances leading up to the

reason(s) why Mr. Schaefer first contacted me about flying with him, and all details about what took place prior to and

during the take-off when the accident happened. I wanted to do this at the time while all details were still fresh in my mind but since

I typed this document on a word processor it is not possible to simply send it to you now via this email. I can however,

mail it to you or have it FAX'ed to you from the UPS store down the street from where I live. Since this report already includes

all the details, it will save me time from having to basically write the same thing again in order to send it to you with this email

if this meets with your approval. Please let me know if you would like to have me mail it or FAX it to you.

Sincerely,

Larry F. Stoffers

On Oct 8, 2019, at 2:17 PM, Huhn Michael <[REDACTED]> wrote:

Hi Guys

We are now planning to examine this airplane in about 2 weeks

I have the following Qs that I'd appreciate any responses you can to

1. DO you have the mx logs, or are they at AT in the airplane?
2. Same question for POH etc
3. If you have them I'd like to have them sent to AT please - just let me know and I can work out shipping if needed
4. All the records I have so far indicate that this was an IO-520 engine. Can either of you confirm that, or was it turbo normalized or turbocharged?
5. Do you have any statements by either of you that you can provide to me? (such as to law enforcement, insurance, etc)
6. Finally, can you each please put together a statement re your runup and takeoff procedures, including engine leaning etc

Thanks in advance

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

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