



RECORD OF COMMUNICATIONS

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: October 10, 2019
Person Contacted: Mr. Don Schaefer (Owner/Pilot)
NTSB Accident Number: WPR19LA128

Narrative: The following are verbatim NTSB questions and pilot responses (via emails) on the noted dates:

October 8, 2019

NTSB Q & Pilot Responses (in red):

1. DO you have the mx logs, or are they at AT in the airplane? **I turned all logs over to the insurance carrier who in turn turned them over to the FAA/NTSB.**
2. Same question for POH etc **I have the POH.**
3. If you have them Id like to have them sent to AT please - just let me know and I can work out shipping if needed **I will ship upon receipt of instructions**
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? **IO-520' not 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) **I am attaching a copy of the NTSB Incident report (Form #6120.1) which includes a dialogue of all procedures followed, etc.**
6. Finally, can you each please put together a statement re your runup and takeoff procedures, including engine leaning etc **As above - am attaching a copy of the NTSB Incident report (Form #6120.1) which includes a dialogue of all procedures followed, etc.**

October 10, 2019

NTSB Q & Pilot Responses (in red):

Based on the written account, I see you leaned out the mixture pre-takeoff
Any recollection of what method (EGT, fuel flow, engine roughness, etc) you used? **My instructor was directing the process. My recollection is that we leaned to roughness and then enriched from this point. Also looked for maximum power (RPM's).**
Any recollection of how far the mixture control was backed out (if not, that's OK) **I do not.**