

From:

Subject:

Date:

Re: N6864Q / Questions (WPR19LA128)

Wednesday, October 16, 2019 7:31:48 AM

Questions:

1. I was told (I think you might have told inspector Schroeder but im not sure) that this airplane was equipped with an "altitude compensating fuel pump" – can you confirm (or deny)

The plane id not have an altitude compensating fuel pump

2. Where did you come by the knowledge for your answer to Q #1

That was a factory remanufacture io520ba and did not come with an altitude compensating fuel pump

3. Approximately how many takeoffs have you made in that airplane from Sedona (SEZ) or other 'high elevation' airports (> ~ 5,000')

I flew for Flights for life. Flagstaff (7014) and Show Low (6415) were regular Blood delivery missions over the many years I flew for them. I also flew to Payson (6415) many times for breakfast.

4. What engine leaning procedures did you use for takeoffs out of Sedona (SEZ) or other high elevation airports

These flights were almost all morning flights and I don't recall ever leaning for take off. On occasions that I flew to any of these locations in a summer afternoon when the Temps were high, I always leaned the engine before take off on the runway by taking the runway, running the engine to full rich and power and then leaning to takeoff power.

5. Where did you get the guidance for those procedures.

Probably goes back to my initial flight training. I learned to fly out of the Scottsdale airport 30 years ago.

6. According to the new owner/pilot & his CFI, the engine lost significant power/rpm just after breaking ground. Did that ever happen to you, and if so, do you know what caused it (temperature was about 60 degs F, winds pretty light)

That never happened to me.

7. Do you have any ideas what might have caused the accident power loss.
7. My first impression after learning about the accident from the new owner was the aircraft was over-leaned during the run-up before takeoff.

On Oct 15, 2019, at 3:43 PM, Huhn Michael <[REDACTED]> wrote:

Thanks John

Hi Richard

Ive left you 2 phone messages but hadn't heard back, so Inspector Schroeder was kind enough to get your email address for me

Im sorry about your airplane; I know that must feel pretty bad

Im looking for any input you have re leaning & T/O procedures esp from Sedona)

Ill put the questions here, and it'd be easiest for me if you just embed the answers in this email

But if you prefer to call me, that's fine too

In all cases "I don't know" and "I don't recall" are perfectly satisfactory answers- Id rather not have you guess.

Questions:

1. I was told (I think you might have told inspector Schroeder but im not sure) that this airplane was equipped with an "altitude compensating fuel pump" – can you confirm (or deny)
2. Where did you come by the knowledge for your answer to Q #1
3. Approximately how many takeoffs have you made in that airplane from Sedona (SEZ) or other 'high elevation' airports (> ~ 5,000')
4. What engine leaning procedures did you use for takeoffs out of Sedona (SEZ) or other high elevation airports
5. Where did you get the guidance for those procedures
6. According to the new owner/pilot & his CFI, the engine lost significant power/rpm just after breaking ground. Did that ever happen to you, and if so, do you know what caused it (temperature was about 60 degs F, winds pretty light)
7. Do you have any ideas what might have caused the accident power loss

Thanks in advance

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

From: Schroeder, John (FAA) <[REDACTED]>
Sent: Tuesday, October 15, 2019 3:23 PM
To: [REDACTED]
Cc: Huhn Michael <[REDACTED].gov>; Schroeder, John (FAA) <[REDACTED]>
Subject: N6864Q / Former Owner Contact Information /

Hello Richard and Mike,

The following is the contact information for the previous owner of N6864Q:
Richard Azimov is the previous owner of N6864Q.
His cell number is [REDACTED]

Richard, the following is the contact information for the NTSB investigator.
Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]

Contact me with any questions.

Thank you,

John Schroeder
Aviation Safety Inspector
Scottsdale Flight Standards District Office
[REDACTED] North Perimeter Drive
[REDACTED]
Scottsdale, Arizona 85255
[REDACTED]
[REDACTED]

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