



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: November 19, 2019
Person Contacted: Mr. Mingwei Du (Pilot/Owner)
NTSB Accident Number: WPR20LA022

Narrative:

During a telephone conversation with Mr. Du he reported the following:

- The pilot took off from Glendale (EGO) at about 1030pm, the fuel tanks were almost full. He topped off the flight before the accident flight.
- The purpose of the flight was to get used to the new airplane, practice some maneuvers, standard rate turns, etc.
- He conducted a touch and go landing at the Pinal Airpark (MZJ) at about 0000 Pacific time.
 - During climb out from MZJ and every time he attempted to climb rapidly the airplane would shake. Therefore, he initiated a slow climb and at about 1,500 feet AGL the engine quit. He attempted to restart the engine (he manipulated the mixture, fuel selector, etc), but it wouldn't restart. He elected to land in a field. During the landing the airplane struck something he couldn't see due to the darkness (maybe a curb) and the airplane came to rest nose down.
 - When asked about the approach to land at MZJ the pilot reported that he reduced the power to about 1,900 RPM about 6-7 miles away from the airport. About one mile from the airport he reduced power to 1,500 RPM and then to idle on short final. The touch and go itself was normal, but when he attempted the initial climb the airplane started to shake unless the climb was shallow. The shaking continued each time he attempted to climb more rapidly. Once the engine quit the shaking seized.
 - He further mentioned that he used carburetor heat during the descent, but he only had it half extended to avoid reducing the performance of the airplane.

- He paid for the airplane on November 7, 2019 and picked it up the day of the accident flight (November 12, 2019).
- He reported that the weather was clear.
 - o There was no dust and the moon was full.

END.

Submitted by: Samantha Link