

From: [kirk.pfaff](#)
To: [Stein Stephen](#)
Subject: Re: 125MC
Date: Wednesday, August 5, 2020 1:06:36 PM

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Bart Blakey and I departed Nichol Feild for a flight in 125MC . We did some pattern work and then flew around for a while. The plane handled perfectly and flew great. Later we came back and stopped for fuel. Upon departing again I noticed that we used more runway and were climbing slower than on the previous flight. We were still getting 700 fpm climb and everything sounded good so I thought the lower performance was due to the added weight of more fuel. Approximately 30 minutes into that flight we had an engine out and landed in a pasture. For several days prior to that flight I had noticed that the right mag was not grounding out when the switch was turned off and was staying live all of the time. I remember turning off the mag switches when we were fueling but do not remember turning them back on. I suspect that we took off with the mag switches in the off position and were flying on the one mag that would not turn off. After recovery of the plane I put a spare prop on it and test ran the engine. Both mags grounded perfectly in the off position and ran perfectly in the off position. I have hired Aero Shop to do the repairs and the point of contact is [REDACTED]. He is more familiar with this plane than First Flight.

Sent from my iPad

On Jul 30, 2020, at 11:09 AM, Stein Stephen [REDACTED] > wrote:

Good morning Kirk,

As we discussed today, the event has been classified as an accident due to the main wing rib damage, which is considered substantial damage in accordance with Title 49 CFR Part 830.2.

Per our conversation, I will need the following items from you no later than **August 7, 2020**.

- A detailed statement of your recount of the accident flight (please include power settings, rpms, altitudes, airspeeds..etc)
- Copies of your engine logbook (from 2014 – present)

And please advise as soon as you can if First Flight will service the aircraft and provide a point of contact.

Thanks,

Stephen

Stephen Stein

Aviation Accident Investigator
National Transportation Safety Board
505 South 336th Street, Suite 540
Federal Way, WA 98003
[REDACTED]
[REDACTED]

[REDACTED] kirk pfaff <[REDACTED]>

Sent: Sunday, July 26, 2020 8:52 PM

To: Stein Stephen [REDACTED]

Subject: 125MC

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Aircraft recovered today. Damage assessment much less than expected. Landing gear ok , bungee cord pulled off when plane spun around. Need new prop and fiberglass work on wingtip

<image001.jpg>

<image002.jpg>

<image003.jpg>

<image004.jpg>

<image005.jpg>

<image006.jpg>

Sent from my iPhone

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