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Air Safety Investigator (Field)
AS-WPR

Date: June 16, 2021

Subject: WPR21FA227

Contact: Bruce Crain,

To whom it may concern,

I was in touch with Pete Stein who flew the TriQ200 crash at Gila Bend, AZ. I am a 1,000-hour TriQ Pilot and gave Pete several rides over a couple of days Nov 30, 2020, and Dec 1, 2020. We logged 3.7 hrs. and 13 takeoff and landing.

Pete seemed really sharp and handled my TriQ 200 very well. His last landing nailed it and proved he was getting the correct picture.

Pete went to California to get his TriQ200 ready to bring home to Texas. On his 1st flight, in California, Pete said it was almost uncontrollable as it was in constant PIO, so he had me send him the weight and balance from my TriQ200. From speaking with him they took 9 lbs. of lead out of the tail to get the TriQ in the envelope. And moved the battery forward to the luggage compartment. Pete said that fixed the problem and went on to check out other things.

He asked me if I had a gascolator and I told him no, that I have filters in place but that if they changed it, they should put a fire sleeve on the fuel line to carb as there is not much head pressure to the carb and any heat could cause a problem with respect to fuel flow. I don't know if they changed that to filter without gascolator. Something to check I suppose although they did make it from California to Gila Bend without any problem. I told Pete I had plumbed a fuel pump from the header tank with a check

valve for hot take offs. I don't think they would have had time to plumb that in before they left for Texas.

Pete asked me if the main gear gets soft with respect to heat as it was 115 degrees when he landed at Gila Bend. He said it was 90 degrees at 7500 msl in flight. He said that the gear seemed to splay out more when he landed at Gila Bend. I told him not that I had ever noticed. I have flown in 100-degree heat with my wife in the right seat.

Pete told me they changed the fuses to circuit breakers. Not rocket science I suppose. He had to fix a bad solder connection on the back of the master fuse holder that they had to fix.

I asked Pete if his temps were ok from California to Gila Bend and he said #2 CHT was the hottest at 385 degrees. Plus, the oil temp was 210 degrees. Both were acceptable.

I had mentioned to Pete that he should not take a passenger on his trip from California to Texas on a couple of texts to him and also on phone call conversations and not until he had more time in the aircraft. As you can see, he and his passenger decided differently. Pete is a friend but that sort of upsets me. Our friend Phil Langston at the airport KSEE in California told him the same thing.

I am not sure what happened to make the aircraft crash but looking into things they changed might help in the investigation. So, checking for a fuel system filter in line with the carburetor and checking the main gear to see if anything was wrong with it on takeoff after the "splaying" question. Bolts in the knuckles of the gear could have been compromised and let the gear change the direction of the aircraft. I doubt if circuit breakers were any part of the problem.

I know the aircraft burned in the crash so some of these things may not be obvious. I still don't know how he got so far from the runway.

Thank you.

If I can help let me know.

Bruce Crain