

From: [Eric Rotelli](#)
To: [Stein Stephen](#)
Subject: Re: N737NB - Followup
Date: Wednesday, December 29, 2021 1:21:15 PM

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Hi,

I do not remember observing any power issues for the aircraft at all.

I hope your holiday season is well

On Wed, Dec 29, 2021, 13:02 Stein Stephen <[REDACTED]> wrote:

Hi Eric,

I hope this email finds you well and enjoying the holidays.

I have one other question for you. Did you remember observing any power issues with the airplane during the supervised solo accident flight?

Thanks,

Stephen

From: Eric Rotelli <[REDACTED]>
Sent: Thursday, July 22, 2021 11:55 AM
To: Stein Stephen <[REDACTED]>
Subject: Re: N737NB - Followup

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Good morning,

1. N737NB and N2559L, the two aircraft I taught in, while both C172s, had different horsepower. N737NB was 160HP while N2559L was 180HP. The difference in my experience was that N737NB was ~5kts slower and had less climb performance than N2559L. During summers in the coachella valley there was a noticeable RPM drop due to the extreme heat, but during the winter i did not notice any difference in rpm from other similar models.

2. I taught Elizabeth the 4 C's method of go arounds.

Cram - Throttle full in

Climb - pitch up attitude Vx or faster

Clean - Flaps up, carb heat in, trim as necessary

Call - radio call to announce go around.

If there's anything else you need please let me know

Thanks,

-Eric Rotelli

On Thu, Jul 22, 2021 at 11:24 AM Stein Stephen <[REDACTED]> wrote:

Good morning Eric –

I'm just following up on some details from this accident.

1. Did you ever feel like the accident airplane was underpowered compared to the owner's other 172 or other similar models you flew?
2. What did you instruct the student pilot to do as far as go-arounds are concerned?

Thanks,

Stephen

From: Eric Rotelli <[REDACTED]>
Sent: Tuesday, April 20, 2021 9:08 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: NTSB Contact

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Yea if for some reason they cannot complete the form i would be happy to assist.

On Mon, Apr 19, 2021 at 8:41 AM Stein Stephen <[REDACTED]> wrote:

Good morning Eric –

I did receive the photos, so thank you for accomplishing that for us.

On another note, following any civil aircraft accident the pilot/operator is required to complete the NTSB 6120.1 form, which has a regulatory deadline of 10 business days following the event. None was ever completed for this event. I am currently working with the family to complete this form, but for some reason if I need to, I may ask you to complete the form instead.

Thanks,

Stephen

From: Eric Rotelli <[REDACTED]>
Sent: Friday, April 16, 2021 12:29 PM
To: Stein Stephen <[REDACTED]>
Subject: Re: NTSB Contact

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 [Elizabeth Logbook](#)

I was able to meet with Elizabeth and get pictures of her logbook. I have uploaded a drive with the pages. Let me know if these are sufficient or if you need anything else from me.

Thank you,

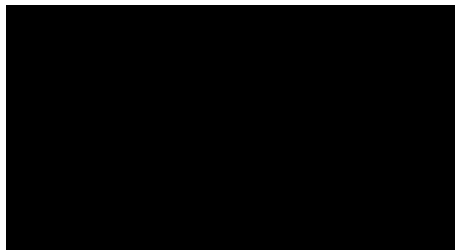
-Eric Rotelli

On Tue, Apr 13, 2021, 08:55 Stein Stephen <[REDACTED]> wrote:

Stephen Stein

Aviation Accident Investigator

National Transportation Safety Board



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