



RECORD OF COMMUNICATION

James Bledsoe
Air Safety Investigator
Western Pacific Region

Date: Aug 3, 2021

Person Contacted: Marty Mosier [REDACTED] [@gmail.com](#);

NTSB Accident Number: WPR21LA287

Narrative: The following information was provided in a phone call with Mr. Mosier and his attorney on this date. His attorney is Mitchell A. Vasin, Esq. VASIN & ROCCO P.L.L.C. [REDACTED]
[REDACTED] [vasinrocco.com](#)

- Mr. Mosier was explained the investigative process.
- A36TC took delivery of the mar 20, 2021, but stated he flew the same model for 12 years and has close to 1,300 flight hours in the A36.
- Was on vacation visiting family. Stated he had plenty of experience in the local area.
- The plan was to fly to Sedona, have breakfast with friends. They have been friends for 50 years. Male passenger in front left seat is a pilot. Mosier stated that he was only observing.
- Mr. Mosier uses foreflight for routing and a spreadsheet program for weight and balance. Stated that he fueled the airplane to the appropriate level so that it was within its gross weight limitations.
- Planned takeoff was 0730, Mr. Mosier conducted a preflight, which was normal. Fuel levels were at the bottom of the tabs. Conducted a passenger briefing and boarded the plane.
- No baggage, a cooler with 4-5 bottles of water. A couple quarts of oil.
- Mr. Mosier stated he is an instructor, so he flew in the right seat. Startup was normal.
- "Takeoff distance was calculated 3,000 ft or so, at a 50 ft obstacle, at 90 degrees or so"; runway was 4,400 ft. Had flown this before and had good margin "adequate".
- All checklist items were completed and runup was normal.
- Taxied to 22R, once cleared for takeoff applied full power with the brakes applied.
- Released breaks, airplane accelerated. Mr. Mosier noted the plane accelerated not "as fast as he might have thought, but it didn't appear to be a problem." Stated there are always variations such as slope of the runway.
- Pilot rotated (didn't state a speed). Nosed it over to keep it in ground affect and accelerate. Everything seemed normal but "we were not able to accelerate". Stated "we were getting slower and stall warning was coming on intermittently". He decided to put the airplane back on the ground. Gear was up and had about 300 ft to work with before the fence line. Airplane slid and impacted the fence upright.

- Mr. Mosier didn't notice any abnormal noises and didn't feel abnormal. Takeoff roll was a little slow but not bad enough to reject the takeoff. Stated that in hindsight he wished he rejected.
- When asked if rotated early, he stated it is certainly possible. He said there is a range of takeoff speeds. "may have been a little early, but well within limits" Doesn't know what VR is.
- Damage to left wing with fence post impact ruptured fuel tank. Something sparked and a fire broke out. Passengers egressed through main door.
- Witnesses from a nearby hangar assisted until first responders arrived.
- All four went to the local burn center. 3 of the 4 were treated and released. Don the passenger in the left seat was admitted and still being treated.
- Airport manager got approval to move airplane and salvage company transported the plane to PHX.
- Fuel was topped off at the tabs. 20 gallons below full.
- Each wing holds 40 gallons, tip tanks hold 20 gallons.
- Had about 100 gallons of fuel.
- "Weight at takeoff was at 3,700. About 70-80lbs below gross", said this was the normal load.
- Planned flight was 45 min to Sedona to have breakfast, probably not refuel then return to Chandler.
- Pilot and pass weights. Pilot 250lbs, said he doesn't remember so he would send the electronic copy of the W&B calculations. 170lbs FS pax, 280lbs for rear pax. Configured front facing not club. Women were ave size not overweight; cooler was estimated 20 lbs, oil was estimated 20lbs.
- 2,564 pounds empty weight with the rear seat removed corrected to about 2,500 pounds.
- "40 pounds, no, 40 gallons in the mains, no in the tip tanks"
- 20 gallons in each tip tank.
- 94 gallons total for weight and balance purposes.
- Bottom of the tabs is 54 gal in main tanks. Plus 40 gal of tip tank fuel. 94 gal of fuel TOTAL, after taxi 92 gal putting him at 3,794 lbs. He stated the max gross weight is 3,833 lbs. Changed his statement that is Stated he was within
- "we were right around gross weight"
- Mosier stated there is an STC that pushes the gross weight above 4,000.
- TOTAL FUEL 94 gallons ($6.073 \times 92 = 559$ pounds)
- He stated he is an instructor and has plenty of experience. When asked if rotation speed was noted and asked if the takeoff is more by feel. He said he doesn't disagree.
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- IIC Calc:
 - Basic Wt 2,564
 - Fuel 559
 - Crew and pax 700
 - Cooler and extra oil 40
 - Total Wt 3,863