

From: [REDACTED]
To: [REDACTED]
Subject: Re: WPR23LA086-NTSB Accident Report Form 6120.1
Date: Tuesday, August 13, 2024 2:43:16 PM

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Hi Andrew,

Please see responses below.

- Were there any weight and balance issues discussed or addressed after the purchase of the airplane with the previous owner or with other Challenger II airplane owners? None.
- Any modifications you may have made to the airplane that would have changed the CG? None. I owned for a couple weeks at most where it sat unattended at Auburn Airport (this is why I suggested a very thorough pre-flight to the ferry pilot) and only exchanged money for purchase.
- Any documentation on weight and balance, previous and current, you can share that I may not have? None.
- After the preflight was completed and you both boarded the airplane, can you describe the position of the airplane? Was the airplane positioned on the tailwheel before you boarded and then dropped to the nose wheel (hard or lightly)? Please explain in detail. The preflight was completed by PIC and took approximately 3 minutes. (My wife and I hadn't even removed the tarp tied over the engine for weather protection.) A/C was on the tail wheel and dropped gently when I as the passenger boarded, then the PIC boarded.
- In your prior experience with this make and model, when flying tandem were there ever any weight and balance issues that you remember? Never flown in this type of A/C. Although the previous owner stated it had the upgraded larger rudder than normal as they are rudder airplanes. Facebook groups I have reviewed state the same as well.
- You stated in the 6120 report form that you have a rating/endorsement for this airplane, about how many hours in this make a model? You also mention you had 200 total flight time. I don't recall stating my rating/endorsement for this A/C. I have only single engine of approximately 200 hours in Cessna 172's.

In hindsight, I should not have hired a person with no experience in this type/make/model A/C to ferry the plane. I believe he over stated his experience and made quite a few mistakes that

almost proved fatal for both of us. I wish no harm to anyone and I'm sorry that we both experienced this, however I hope he can learn from this and be better. For me, it was a life dream to get a light sport and fly my own plane. I can confidently say I will more than likely not be flying anymore, non commercially.

Thank you for your efforts and please don't hesitate to contact me for any additional information.

Regards,
~Jon