



Michael Hicks
NTSB - OAS - WPR
Air Safety Investigator - Investigator-in-charge (IIC)

Date: June 6, 2023@1000pst

Subject: WPR23LA201 / N34713

Contact: Douglas Todd - Pilot in command (PIC)

The Investigator-in-charge interviewed the PIC in airplane registration number N34713 to glean insight into the events regarding the aviation accident that occurred May 24, 2023. The following is a summation of the conversation.

The logbooks are with Kai Yoon at Aero Experts in Tucson, Arizona. The engine overhaul was completed by Aircraft Engine Specialists in Chandler, AZ. The accident flight was the first flight after the engine overhaul. The PIC had just purchased the airplane, and an oil analysis completed. He made the decision to overhaul the engine and install an engine monitor.

New engine cooling baffling was installed, and the cowling would not seat properly. They cut off two inches of baffling to get it to fit. The morning of the accident, the PIC called Kai Yoon at Aero Experts in Tucson, AZ, to coordinate an engine run up. Kai Yoon was not present when the engine run up took place. After the engine run up, the PIC contacted the tower controller and departed runway 11L in a normal manner. The PIC believed that he was too low and did not look at the airspeed. He recalled that he was flying over the numbers for runway 29L, but he was too low, and the engine was not making enough power to climb. He contacted the tower controller and requested a right 180° turn back to the airport runway. He does not recall if he initiated the turn or not, and he does not remember the subsequent sequence of events. His intent was to do a 15-minute test flight and return to the airport. One of the engine throttle brackets was fabricated because it wasn't available for purchase.

NOTHING FOLLOWS