



The National Transportation Safety Board

North Central Regional Office
DuPage Airport
31W775 North Avenue
West Chicago, Illinois 60185

May 30, 2002

Michael J. Schutte

Missoula, Montana 59802

Dear Mr. Schutte:

The National Transportation Safety Board is investigating an aircraft accident involving N827CM, a Ms. Ryan Special. A search of the aircraft records shows that the airplane is registered to you. As part of my investigation, I am trying to locate some of the aircraft records. In addition, I have some specific questions that I am hoping you will be able to answer regarding N827CM.

The aircraft records, which I am trying to locate, are the construction log and the aircraft logbook. I am hoping you can provide these to me for review.

In addition to the records, I have some questions regarding the airplane and its history. I would appreciate it if you would provide me answers to the following questions.

- 1) When did you purchase the airplane kit?
- 2) I understand that the airplane was built in Mt. Comfort, Indiana. Is this correct?
- 3) If so, how many times did you go to Mt. Comfort during the construction period? How many times did you travel to Anderson, Indiana, to work on the airplane?
- 4) How much of the airplane did you personally build?
- 5) What was Mr. Drybread's role in the construction of the airplane?
- 6) I understand that the airplane was issued an airworthiness certificate on October 29, 2001, by a Designated Airworthiness Inspector (DAR) from Memphis, Tennessee. Was the airplane taken to Memphis for this inspection or did the DAR come to Indiana? Also, were you present when the airworthiness certificate was issued?

7) Did you ever move the airplane to Montana or did it remain in Indiana since it was built?

8) I was informed that there was some work being performed on the avionics. What exactly was being done and how long had this work been going on?

I would certainly appreciate you providing the records I have requested along with answering the above questions. Any additional information regarding the airplane and its history would also be appreciated. I can be reached at my direct telephone number [REDACTED] if you have any questions. I was unable to locate a telephone number for you, so I would appreciate it if you would provide me with one.

Thank you in advance for your assistance.

Sincerely,

A handwritten signature in cursive script, which appears to read "P. Sullivan", is written over a thick black horizontal redaction bar.

Pamela S. Sullivan
Senior Air Safety Investigator

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IN AVIATION LAW

June 6, 2002

Pamela S. Sullivan, Senior Air Safety Investigator
National Transportation Safety Board
DuPage Airport
31W775 North Avenue
West Chicago, IL 60185

RE: N827CM

Dear Ms. Sullivan:

I am counsel for Michael J. Schutte and as such have been provided with a copy of your letter dated May 30, 2002.

The aircraft construction log, which you are attempting to locate, was last believed to be in Mt. Comfort, Indiana at Mr. Drybread's hangar. The aircraft airframe and engine logbooks are in my client's possession and he is sending the same to me. I will make a copy of the entries and forward them to you. As I understand it, the only entries in the logbook are the entries made by the DAR when the aircraft was inspected and issued an experimental airworthiness certificate.

I will attempt to answer your numbered questions as follows:

1. The airplane kit was purchased in the spring of 1998.
2. The airplane kit was assembled and assembled in Mt. Comfort, Indiana.
3. Michael Schutte traveled between his home in Montana and Mt. Comfort, Indiana multiple times during the four (4) year period between the spring of 1998 and the issuance of aircraft's Airworthiness Certificate.
4. Michael Schutte personally researched, designed, constructed and assembled greater than 51% of the aircraft.

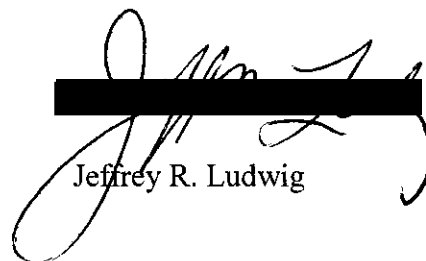
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5. Mr. Drybread's role was that of an advisor and an expert assembler. Mr. Drybread had extensive experience and knowledge with the particular design and construction of canard wing composite aircraft.
6. The Designated Airworthiness Inspector traveled from Memphis, Tennessee to Mt. Comfort, Indiana for the inspection of the airplane and issuance of the Airworthiness Certificate. Michael Schutte was present when the aircraft was inspected and when the Airworthiness Certificate was issued.
7. The aircraft has remained in Indiana since it was built. It was restricted from moving from Indiana as the Designated Airworthiness Representative geographically restricted its scope of travel until the requisite number of hours was flown off. The hours had not been flown off at the time of the aircraft accident.
8. It is unclear exactly what Mr. Drybread was doing on the avionics but it is believed it had something to do with the auto pilot panel installation and/or the pitot static system. To access the back of the instrument panel, the canard wing must be removed.

As mentioned above, as soon as I have the logbooks, I will make a copy and forward it to you. If you should have any further questions, please do not hesitate to contact me.

Very truly yours,



Jeffrey R. Ludwig

JRL/l1

cc: Michael J. Schutte