



## RECORD OF COMMUNICATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

---

**Date: December 19, 2013**  
**Person Contacted: Mr. Thomas Francioni (Pilot's son)**  
**NTSB Accident Number: WPR11FA474**

---

**Narrative:** The following information was provided in an email Q&A exchange between the IIC and Mr. Thomas Francioni on this date:

**Q:** The sides of the airplane were emblazoned with the phrase “ethanol kicks gas” in large letters – do you know if the airplane was regularly run with ethanol mixed in the fuel, or was it operated on avgas without ethanol?

**A:** the plane was purchased from air show pilot Greg Poe a few years prior to accident. Greg Poe did run ethanol in the motor but when he sold it to us it was set up to run on avgas. My dad only ran avgas throughout our ownership of the plane.

**Q:** Do you have any information regarding how recently ethanol had been used in the airplane, and particularly whether it was used on the accident flight?

**A:** the last time ethanol was used had to of been when Greg Poe owned it. I don't know an exact date and Greg Poe has since passed away so that information I would not know how to obtain.

**Q:** As part of his qualifications for an FAA medical certificate, Mr. Francioni was prohibited from consuming alcohol. Can you provide any insights as to whether he complied with this prohibition?

**A:** I was unaware of any restrictions on his medical certificate but I know that when he drank beer it was always Oduals non alcoholic beer

**Q:** Can you provide any insights or information regarding whether he was having any problems related to his previous heart attack?

**A:** No one in our family was aware that he had suffered a heart attack in the past. We were only made aware of this after the coroner evaluated the remains. He seemed totally fine to everyone. Looking back at his black outs during high g maneuvers it would seem that the cause was attributable to the heart attack. I do remember my dad being puzzled about why he was blacking out in his recent flights because we had both flown aerobatics for several years and he never had any problems w blacking out. We had brushed it off as being attributable to the upright seating position of the Edge aircraft and a more aggressive flying style that my dad was growing into as his aerobatic skills developed. Prior to the Edge we flew a Giles 202 which is a lot less powerful and has a much more reclined seating configuration which made high g easier to tolerate. I too noticed a reduction in my own g tolerance in switching from the Giles to the Edge so that made it easy for us to come to that conclusion and overlook any medical explanations at the time we were discussing the issue.