



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: November 19, 2015

Person Contacted: Mr. Todd Peterson (Peterson's Performance Plus 'PPP')

NTSB Accident Number: WPR14LA271

Narrative: The following information was provided in email exchanges between the NTSB IIC and Mr. Peterson regarding the "King Katmai" airplane modifications:

NTSB Query:

According to the Peterson Performance Plus website, some of the advertised performance of the King Katmai is as follows:

Stall speed = 31 mph

Takeoff distance = 290 feet

Landing distance = 290 feet

However, in your email response to me on August 27 2014, you stated that "No changes have been made to the Cessna 182 POH under our STCS" such as SA485SW and others. The stock Cessna 182 POH stall speeds, and takeoff and landing distances are significantly higher than those on the website

So first, I wanted to make sure that the information I have is correct

If it is in fact correct, I would then appreciate it if you could please

- a) Explain the basis and rationale for the differences between the website and POH data.
- b) Advise me as to what operating & speed guidance and/or training is provided to purchasers of the King Katmai conversion (in addition to the AFM/POH supplements)

PPP Response:

The stall speed of the King Katmai is 31 kts IAS not mph. I just discussed this today with Jeff from the ICT ACO and most of the STC's out there reflect the statement that the performance is "as good as or better than" the original airplanes figures. This is due to the time, effort and cost required to officially amend the POH. We check out all our owners prior to their taking the airplane so they are familiar with its operating and flight characteristics. Most check outs involve a day or two of flying with four or five hours of dual.

NTSB Query:

I was unable to locate any POH supplement in the pilot's belongings, or in the airplane, for the STC SA485SW.

As I mentioned below, your email stated there were no performance changes for that STC.

Can you please clarify for me whether you do issue any POH supplement for that STC, and if so, can I please get a copy of at least the Performance-related section(s) ?

PPP Response:

STC SA485SW was issued around 1964 with no POH supplement. Back then they didn't even have a POH for the airplane it was a rather informal Owners Manual.