



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 27, 2018
Person Contacted: Mr. Jesse Kempa (Pilot's CFI)
NTSB Accident Number: WPR18FA112

Narrative:

The following is a synopsis of the information provided by Mr. Kempa in an in-person conversation on this date:

- The conversation was held at the United Flight Services (UFS) office at KWVI
- Also present were two inspectors from the FAA SJC FSDO
 - Inspector Wilbert Robinson
 - Inspector Kenneth Greenwell
- Mr. Kempa was a CFI who used to instruct at/with UFS
- Mr. Kempa owns and operates a Mooney M20E similar to the accident airplane
- The pilot had most or all of his maintenance conducted at/by UFS, so when he needed a CFI, the owner of UFS recommended Mr. Kempa due to his airplane familiarity
- Mr. Kempa flew with the pilot 8 times and then signed off the pilot's flight review
- All flights were in the accident airplane, N213EJ, and originated at KWVI
 - 8/25/17 1.0 hrs
 - 9/27/17 1.1 hrs
 - 9/28/17 1.0 hrs
 - 9/30/17 1.0 hrs
 - 10/1/17 1.0 hrs
 - 11/14/17 1.0 hrs
 - 11/17/17 1.0 hrs
 - 11/22/17 1.0 hrs
- Mr. Kempa noted that at first the pilot was "rusty" but that he regained his proficiency in the airplane
- At some point early in the re-currency training, the pilot had difficulty extending the landing gear, but he did master that activity
 - NOTE: the M20E is a manual gear retraction/extension process, using a "Johnson Bar" located between the two front seats. The bar pivots about 90° at a point on the floor approximately just below the instrument panel. The motion of the bar is through

an arc along the longitudinal axis of the airplane. When the bar is up/vertical, the gear is extended; when the bar is horizontal, the gear is retracted. The bar has a locking button and a slide collar for activation and stowing, for both the gear-extended and gear-retracted positions. Gear extension/retraction in the M20E requires physical dexterity and strength, as well as some acquired technique.

- The pilot preferred to not conduct touch and go landings; with the CFI; he always preferred full stop landings with a taxi back
- The pitch trim is manual, controlled by a handwheel on the floor between the two front seats. The wheel rotates in the vertical plane parallel to the airplane longitudinal axis
- The pitch trim indicator is on a central sub-panel below the instrument panel above the flap indicator
- The flaps are hydraulically actuated via a manual hand pump
- The flap position indicator is on a central sub-panel below the instrument panel below the pitch trim indicator
- Takeoffs were typically made with about half flaps, and landings were typically made with full flaps
- In flight, flap extension results in an AND moment, which requires ANU trim to reduce or alleviate control forces
- With landing flaps, the airplane typically requires significant ANU trim
- Go-arounds therefore require significant AND re-trimming to reduce/alleviate adverse ANU control forces
- The CFI stated that the pilot's "go arounds were well-managed"