



## RECORD OF CONVERSATION

**Aaron M. Sauer**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: September 2, 2020**  
**Person Contacted: Pilot – Mr. David Seychell**  
**NTSB Accident Number: CEN20LA268**

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### **Narrative:**

During a conversation about the accident circumstances, the pilot reported that he planned a 3-leg flight from Toronto, Canada, to California, with one of his planned fuel and rest stops at Buena Vista, Colorado. The pilot was aware of Buena Vista being a high-altitude airport and was paying specific attention to his engine mixture setting at high altitudes. After refueling the airplane and taking a short rest break, the pilot planned for a departure from runway 15. During the takeoff from runway 15, the airplane encountered a slight crosswind from the right, but nothing that he was concerned about. The pilot rotated about 67-70 knots and crabbed the airplane into the crosswind.

The pilot stated that he was worried about his engine mixture, the oxygen nose piece, and never established a positive rate of climb. He looked down for a second or two, not paying attention to his altitude or airspeed, to check the mixture control and reach for his oxygen nose piece. At full engine throttle, the airplane's right main landing gear impacted the ground very hard, and the pilot estimated the airplane was traveling about 150 to 160 knots when it hit the ground. The pilot heard the propeller strike the runway and he tried to control the airplane to come to a stop. During the accident sequence, the pilot's head struck the instrument panel, but he still managed to provide input to the flight controls. The airplane came to a stop and he noticed a fire on the right side which was his exit from the airplane. The pilot exited the airplane through the fire and exposed airplane fuel, and first responders arrived on scene shortly thereafter.

The pilot stated that there were no mechanical issues with the airplane that caused the accident.