



## RECORD OF CONVERSATION

**Albert P. Nixon**  
**Aviation Accident Investigator**  
**Western Pacific Region**

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**Date: March 7, 2017**  
**Person Contacted: Chris Shaver (NTSB investigator in charge)**  
**NTSB Accident Number: WPR16LA167**

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### **Narrative:**

During a conversation with Chris Shaver, NTSB investigator in charge, the following is a summary of what he stated:

- The airplane examination revealed no anomalies that would have precluded normal operation.



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**Date: September 19, 2017**  
**Person Contacted: Rick Hutto (Federal Aviation Administration Inspector)**  
**NTSB Accident Number: WPR16LA167**

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### **Narrative:**

During a conversation with Rick Hutto, FAA inspector, the following is a summary of what he stated:

- In the accident airplane the flap gauge was inoperative.
- The accident pilot mentioned that the flaps were set visually, using the full-scale deflection of the aileron as a visual approximation for the angle of the takeoff flaps configuration.
- During the airplane examination the previous year:
  - The flight continuity of all the flight controls was confirmed.
  - The continuity of the flaps was confirmed.
  - No evidence of flaps down or asymmetric flaps.
  - The position of the flaps at takeoff could not be determined due to impact damage.
  - The empennage was bent.



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**Date: September 19, 2017**  
**Person Contacted: Garrett Hess (Witness)**  
**NTSB Accident Number: WPR16LA167**

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### **Narrative:**

During a conversation with Garrett Hess, witness to the accident airplane, the following is a summary of what he stated:

- He was located at the airport about mid-field and 50 ft., East of the tower.
- He was a CFI, with over 10,000 hours and has flown the Marchetti.
- He observed the accident airplane rotate at a normal position on the runway about half-way down the runway.
- The left wing dropped about 5 ft above the ground.
- The other wing dipped.
- The airplane pitches up to about 10-15 degrees.
- The pilot loses control of the airplane.
- Thought it was a power stall scenario.
- Happened shortly after takeoff.
- The engine sounded normal.
- He heard the engine at full power as it veered into the hanger.
- He went to the accident scene, and the accident pilots egressed themselves.



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**Date: September 19, 2017**  
**Person Contacted: Larry Vidal (Witness)**  
**NTSB Accident Number: WPR16LA167**

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### **Narrative:**

During a conversation with Larry Vidal, witness to the accident airplane, the following is a summary of what he stated:

- He was an A&P and IA in the Marchetti, and a former pilot at Air Combat USA.
- The accident airplane's flaps were electric.
- At the full down position, the flaps were 50 degrees.
- The flap takeoff setting was 20-25 degrees.
- There was not a configuration warning on the airplane, that checked the flap settings for takeoff.
- He said the flaps were usually set/checked in the chocks.