



RECORD OF E-MAIL CORRESPONDENCE

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: April 21, 2022
Person Contacted: Tyler L. Duvall (Attorney)
NTSB Accident Number: WPR22LA083

Narrative:

The following is a synopsis of the information provided by Mr. Duvall on behalf of the Mr. Edson, the accident pilot in an e-mail correspondence.

- At the time of the accident, Mr. Edson had about 38 flight hours in the airplane make & model.
- After refueling the airplane, a fuel sample taken from the airplane to look for water.
- An extensive warm up and run up was performed prior to take off. Because of the cold weather, he performed a 10-15 minute warm up at idle at the tie down prior to taxi. Then at the run up area another 10 minutes of warm up followed by a prolonged run up.
- Prolonged meaning ran the engine at 1700 RPMs for longer than usual. Approximately 2-3 minutes due to cold weather.
- No irregularities were detected during engine run-up.
- During the runup, the engine controls were in, Propeller full forward Throttle to 1700 RPMs and leaned mixture slightly to accommodate for high altitude. Check magnetos, exercise prop. Fuel selector was on right side main.
- The airplane was not reconfigured or changed after the prolonged runup.
- During the normal take off roll, the airplane ran good throughout the warm up run up phase. There was no noticeable change to the performance of the airplane at any point in the flight up until the moment of power loss.
- Prior to the complete loss of engine power, the pilot did not detect any irregularities with the engine. Just complete loss of power.
- All engine operational gauges were in the green and no changes whatsoever to the engine controls from take-off (mixture, throttle & fuel selection) throughout the flight to the point of engine failure. No engine sputter or miss prior to loss of power.
- Due to the close proximity to the ground and the rapidly sinking airspeed, he was not able to

attempt a restart or trouble shoot. Approximately 30-60 seconds between loss of power and impact.

- Mr. Edson believes it the loss of engine power has something to do with the prop governor or the prop. He was not 100% sure the engine quit; it may have just stopped making power to the propeller.