

Responses to NTSB Follow-up Inquires

1. Purpose of the Personal Flight

Mike Cain and I were heading to KBAZ to look at a boat. I do not know why Mr. Smith thought the flight was for business.

2. Records of any and all flights conducted between the flight review and the accident date

Please see Excel spreadsheet.

3. Pre-Flight Checks Performed

I followed the checklist that is in the plane and I completed all tasks listed therein. Will Smith had mentioned that the airplane had not been flown in a month, so I did an extra thorough check and ran it up on the ground longer than usual. Without the checklist in hand, I am unable to state with certainty everything I performed, but I can state with relative certainty that, at the very minimum, I followed the checklist and performed all tasks including, but not limited to, these items:

- Walk Around Inspection
 - Ignition Switch – Off
 - Master Switch – On
 - Check fuel quantity via gauges
 - Master Switch – Off
 - Check Control Surfaces for movement
 - Switch tank to the fullest tank
 - Left wing
 - Check Static sources
 - Check Left Wing Aileron
 - Check Left wing vent for stoppage
 - Visually check fuel level in left wing
 - Sample Fuel in Left wing
 - Inspect left wheel and tire
 - Check Stall Warning
 - Remove Pitot Tube Cover
 - Checked baggage door
 - Tail
 - Check Control surfaces on tail
 - Right Wing
 - Check Static sources
 - Check right wing Aileron
 - Check right wing vent for stoppage
 - Visually check fuel level in right wing
 - Sample Fuel in right wing
 - Inspect right wheel and tire
 - Check Passenger door
 - Nose

- Inspect Prop & Spinner
 - Inspect landing lights
 - Inspect Nose Wheel & Strut
 - Inspect Cowl Flap
 - Check oil
- Before take off
 - Cabin doors & windows - Closed
 - Cowl Flaps - Open
 - Flight controls – Free & Correct
 - Flight Instruments – Check
 - Fuel Selector Valve – Fullest Tank
 - Mixture – Slight Lean
 - Trim Elevator and Rudder Trim for take off
 - Throttle – 1,700 RPM’s
 - Check both Mags
 - Cycle prop 3 times to look at RPM’s, Instruments, Ammeter, & Suction Gauge
 - Check Avionics & Radios
 - Check Lights

4. How 70 gallons was confirmed

I estimated 70 gallons based on 3 different factors. Will Smith and I discussed the amount of fuel in the airplane when it was flown last and he thought it was full. Upon Pre-Flight inspection, I also noted that the gauges were showing approximately 70 gallons available. Additionally, I visually inspected both tanks and saw that they were about even and while not completely full, they were close to full.

5. The Insight graphic engine monitor indications

I generally adjust cowl flaps, mixture and power to a smaller degree on temps. Cylinder 1-4 showed “green” the entire flight. Early in the flight the number 5 cylinder broke into the “yellow” range at which time I adjusted cowl flaps, power and mixture to bring it down into the “green” temps. The number 6 was in the green but stayed lower than the other 5. Past flights have also indicated to me that the #5 runs a little hotter than the others and more often than not, I am working on keeping the temps right on it more than the others.

Responses to NTSB Supplemental Inquires

1. Did you stick the tanks?

I did not "stick" the tanks. They appeared to visually match the gauges.

2. The grade of the surface/ramp that the airplane was on when the tanks were checked.

I did pre-flight in front of the hangar. Grade of that surface is flat.

3. How did you look into the tanks to confirm the level?

I used the step on the airplane that is there to stand on and look into the tanks.