

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 10:00 AM	DATE 05/26/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Jonathan Hanger Owner of N26886 [REDACTED]			
SUBJECT N26886 Accident			
DIGEST 26 May 2015			
Called Jonathan Hanger (owner of Wright-Hanger LLC) He identified himself as a friend of the deceased pilot and said he had flown with him often over the years. He said he had talked with him that day regarding the cross country flight. They had discussed weather and shock cooling. Requested maintenance records be sent to Louisville FSDO Next day air.			
27 May 2015			
Called Mr. Hanger back, regarding tracking info for Mx records. He said they had been shipped the previous day. He mentioned that Wright-Hanger LLC was behind on taxes and had been revoked by the state of SC. There were no partners and no other aircraft involved. He said the A&P IA he uses is Kinsey Buttler. He said that the aircraft had a Century I autopilot (wing leveler) that did not work well and would put the aircraft into a bank. He said Mr. Bookman knew about it and probably wasn't using it. And that the aircraft was equipped with a Garmin 430 and 496 with XM weather. He also mentioned when I ask about Mr. Bookmans pilot skill level, that his radio work was poor and he did not like to talk on the radio, he did not normally file a VFR flight plan or request flight following.			
Continued below			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/27/2015	TITLE ASI	SIGNATURE [REDACTED]	

DIGEST (CONT)

He also said that He had requested from Mr. Bookman that he not fly at night because his skill level was not up to par for flying at night, and he agreed not to do so. I ask about his emergency procedures training and proficiency specifically inadvertent IMC , Mr. hangar said that "he passed his private pilot check ride, so I guess he was ok, that's all I know".