



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 07/02/2018

Person Contacted: James Whitney Markowitz - Whit (Pilot)

NTSB Case Number: CEN18FA217

Narrative:

The following is a synopsis of the information provided by Whit Markowitz in a telephone conversation regarding CEN18FA217.

- Whit lives in the Wilson, Wyoming area and his airplane is based at the Driggs-Reed Memorial Airport (DIJ) in Driggs, Idaho.
- Whit flies a Cessna Citation Mustang (510), N50WM.
- On 06/09/2018, Whit was flying N50WM. The airplane departed DIJ about 1000 mountain daylight time from runway 22.
- The purpose of the local area flight was a personal flight, flying up to the Yellowstone National Park area and returning. Whit was flying with a friend, who is a student pilot.
- The airplane flew to a maximum altitude of over 20,000 feet MSL.
- Whit was monitoring the UNICOM/CTAF frequency of 122.7 during the flight.
- Whit reported for the weather during the flight, the visibility was very clear and no clouds were present. Whit does not recall the wind condition at altitude.
- When taking off from runway 22, the wind condition was calm.
- During climb out from KDIJ to cruise altitude no turbulence was experienced during climb to the north toward Yellowstone area.
- During descent, from about 9,500 feet MSL to about 10,000 feet MSL, down to about 500 feet above ground level over the airport, Whit reported there was moderate turbulence present. Whit noticed this while the airplane was coming into land over the mountainous terrain. Whit reported that this portion of the flight was very bumpy. Whit came into land from the north and east of the airport.
- Whit reported no other concerns with the weather conditions.
- When landing to runway 22, the wind condition was calm at the airport ground level.
- Whit reported nothing unusual with bird activity for the duration of the flight. He reported he experienced no "close calls" with the airplane during the flight.

- Whit is familiar with the local operating area and he recognized the glider's pilot (Kristine Ciesinski) voice on the UNICOM/CTAF frequency. Whit has heard her voice previously on the frequency when he has flown in the area.
- Whit heard a total of 3 radio transmissions from the glider when he was out flying.
- About 1035 to 1040, while en route, Whit heard the tow airplane and the glider conversing about getting ready to release the glider for flight.
- While coming into traffic pattern (entering base leg) to 22 at about 1045, Whit heard the glider pilot state on the radio, "break right, break left." Whit surmised that the glider pilot may have accidentally pressed the radio push-to-talk switch in the glider.
- A few minutes later before 1050, while on short final 22, Whit heard the glider pilot yelling on the radio, "break right, break right." Whit surmised that the glider pilot may have accidentally pressed the radio push-to-talk switch in the glider. Whit had the impression that the glider pilot sounded like she was under extreme stress when making this transmission.