



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: December 3, 2014
Person Contacted: Ms. Chris Howlett – Pilot’s wife
NTSB Accident Number: CEN15FA048 – Chicago, Illinois

Narrative:

Mr. Howlett completed an electronic application as part of the employment process with Central Air Southwest. He subsequently completed a phone interview and was hired during that conversation. He ultimately waited one week in order to conclude his current obligations before starting with Central Air Southwest.

Mr. Howlett completed one week of initial training with Central Air; however, Ms. Howlett was not sure of the exact location of the training. He had flown into Raleigh, but the training was not completed there. He did not have sufficient night flight hours, and he went to Jackson, Michigan, in order to obtain additional night flight time.

Mr. Howlett was based out of Rickenbacker Int’l Airport. He had no significant comments regarding Central Air. He was happy to have a job in the aviation industry. He seemed to like the instructor pilots at Central Air. He thought that they were good and helpful. He informed Ms. Howlett that although the airplanes were older, they were “good solid planes.” However, the heaters did not work reliably. The accident occurred on the first night flying a new route. This was during his second week of line flying.

Mr. Howlett seemed to be handling the night work schedule well. During the weekend before the accident, Mr. Howlett had been sleeping during the night, as well as taking naps during the day. He had taken a nap during the day on Monday to insure that he was rested for work that night. Mr. Howlett was healthy; she was not aware of any current medical issues. He had provided some flight instruction for about four hours on the Saturday before the accident.

Mr. Howlett was employed by the Capital City Jet Center at the Bolton Field Airport for about two and one-half years before going to Central Air Southwest. He was employed as a flight instructor and as a second-in-command pilot (co-pilot) for charter flights.

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