



RECORD OF CONVERSATION

Jason Aguilera
Air Safety Investigator
Central Region

Date: May 16, 2012
Person Contacted: Rick, Co-owner of DRDJ Sales Inc.
NTSB Accident Number: CEN12FA290

Narrative:

I had a telephone conversation with Rick, a co-owner of N9DM, in the presence of his attorney Mr. George Gibbs. According to Rick, the airplane was registered with the FAA as DRDJ Sales Inc, Muskogee, Oklahoma, as a corporation. The owners physically took ownership of the airplane on April 25, 2012. The airplane was based at Richard Lloyd Jones Airport (KRVS), Tulsa, Oklahoma, at Christensen Aviation. The pilot, Luke Sheets, was the sole person to fly the airplane. He was reportedly not a hired pilot or employee of their corporation. Mr. Sheets as ecstatic about the airplane and had not remarked about any problems concerning the airplane. Mr. Sheets is reported to be solely responsible for the airplane's condition. To Rick's knowledge, Mr. Sheets had obtained 12 hours in N9DM with a CFI names George Husen. Mr. Husen is based out of RVS. Also, Rick did not know of any recent maintenance with the airplane.

For the accident flight, Mr. Sheets had borrowed the airplane from DRDJ Sales and was not operating on their behalf.



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Date: June 5, 2012
Person Contacted: Mr. George Husen
NTSB Accident Number: CEN12FA290

Narrative:

I spoke with Mr. Luke Sheets' previous flight instructor, Mr. George Husen. Mr. Husen with Mr. Sheets while he was accumulating the time required by insurance to fly the Cessna 401. They flew together for less than 12 hours, which Mr. Husen estimated at 11.7 +/- 0.1. Two trips were out and backs, with the third trip being a local flight. Mr. Husen assessed Mr. Sheets' was knowledgeable and proficient concerning the airplane and he was able to perform the tasks requested by Mr. Husen.

On April 25, 2012, the two of them were flying to Houston Hobby at about 12,000 MSL. When they turned on the cabin heat, they got the overheat light and the circuit breaker popped. No smoke or fumes was recalled by Mr. Husen. Once they landed at the destination airport, Mr. Husen showed Mr. Sheets how to reset the circuit breaker, and the performed the return leg without utilizing the heater.

When asked about the business relation between Mr. Sheets and the airplane's owners, Mr. Husen recalled that Mr. Sheets had said that the airplane was owned by three persons. Mr. Sheets would fly these three gentlemen around in the airplane.

Jason Aguilera, Air Safety Investigator
National Transportation Safety Board



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Date: February 26, 2013; 1515 MST
NTSB Accident Number: CEN12FA290

Narrative:

Craig and Debra Sheets are the parents of Luke Sheets, the accident pilot of N9DM. In a telephone conversation with Craig and Debra Sheets, the following was relayed:

Craig Sheets flew in the accident airplane on May 6, 2012. He had talked with Luke about the airplane and recalled that Luke only talked about problems with the EGT gauge and the autopilot's altitude hold.

Luke had previously flown with the instructor and Craig Sheets looked over the airplane with Luke. Luke had reported that the EGT was fixed by the seller. During the course of his interaction with the accident airplane, Craig Sheets did not recall an inoperative placard on the combustion heater.

Craig Sheets had spoken with the CFI that had flown with Luke. Craig stated that the CFI said that the previous owner had not mentioned a problem with the heater. The CFI did show Luke how to reset the circuit breaker and that the heater worked fine on the next leg.

Jason Aguilera, Air Safety Investigator
National Transportation Safety Board