

Factual Report – Attachment 10
Record of Conversation: Rico Aviation Chief Pilot

OPERATIONAL FACTORS

CEN17FA168



NTSB RECORD OF CONVERSATION

Investigator name: Marvin Frantz (AS-30)

Mode: Aviation

Region: Central

Date: June 30, 2017

Person Contacted: Zack Forsberg, Chief Pilot, Rico Aviation

NTSB Accident Number: CEN17FA168

Narrative:

In a phone conversation, Zack stated that leaving the airplane fueled with 2000 lbs on board was the standard practice in Amarillo.

The roundtrip the plane performed on the 27-28 April would have burned between 400 and 500 lbs of fuel. He thought it was reasonable to assume that the accident flight left Amarillo with 2000 lbs of fuel, and that Robin Shaw had planned on leaving Clovis with 1800 lbs, as stated on the manifest for the accident flight provided by Rico Aviation.

He stated that it would not be unusual for the medical crewmembers to sit in the seats indicated on the weight and balance form, even though they had no patient on-board departing Amarillo. (The form indicated medical crewmembers in seats one and five.) Sometimes they might sit in more forward seats though, so he could not be sure if this was where the medical crewmembers were seated when departing Amarillo.

Regarding the 200 lbs aft baggage listed on the weight and balance form received from Rico Aviation, he stated that this was standard medical supplies always carried, and would have been aboard when the aircraft left AMA.

The autopilot problem was intermittent, and had recently (prior to the problem two days before the accident) been working properly when he flew it. When the problem would occur, Zack would MEL the autopilot. Most of the autopilot issues occurred when they first got the plane. Zack had heard nothing from Robin Shaw recently about autopilot problems with the airplane. He thinks Robin would have written it up as a maintenance discrepancy if he had a problem.

This digest was reviewed by Mr. Forsberg via email, and he agreed with the content.