



## RECORD OF CONVERSATION

**Timothy N. Sorensen**  
**Aviation Accident Investigator**  
**Central Region**

---

**Date: August 5, 2014**

**Person Contacted: Mrs. Carol McDowell, wife of Mr. Jim McDowell (pilot)**

**NTSB Accident Number: ERA14MA271 – Bedford, MA**

---

### **Narrative:**

Mrs. McDowell provided the following information regarding her husband, Mr. Jim McDowell:

Mr. McDowell was active in the management of the airplane and he made sure that any maintenance issues were addressed. She recalled finding a work order related to the airplane APU on his computer, but it was dated a few months before the accident. She was not aware of any current maintenance issues with the airplane.

Mr. McDowell was "very fit" and he exercised two or three times per week. She was not aware of any medical issues. Mr. McDowell rarely had any problems sleeping; although, it was not uncommon for him to get up very briefly once or twice during the night and then go back to sleep. He usually woke up about 6:00 am unless he had been out flying late the previous night. Mrs. McDowell usually left for work at 6:45 am and that Mr. McDowell was always up before she left. He worked out of his home office unless he was at the hangar for some reason or on a trip. At night, they were usually upstairs by 9:30 pm. Mr. McDowell would normally work a crossword puzzle for 15 or 20 minutes and then go to sleep.

Within the three days (72 hours) before the accident, Mr. McDowell had worked from home. He did not have a trip within that three day period and his daily schedule was typical. He handled the day-to-day operations of the flight department, managed expense reports, and was preparing for a work related audit. She believed that this was in conjunction with the International Business Aviation Council. He did not seem to exhibit any additional stress related to the audit; this was a routine annual event. In fact, Mr. McDowell had not been as busy in the previous two weeks and he seemed more relaxed.

Mr. McDowell left the house about 8:50 am on the morning of the accident. He visited his mother and then drove to the airport. He likely arrived at the airport about 10:35 am. Mrs. McDowell recalled speaking to him four times during the course of the day; the last call was about 9:00 pm. She received a text message from Mr. McDowell at 8:17 pm in which he noted that Mr. Katz was still at the restaurant

**RECORD OF CONVERSATION – ERA14MA271**  
**Carol McDowell (August 5, 2014)**

and would probably be back to the airport between 9:00 and 9:30 pm. Mr. McDowell also stated that information to Mrs. McDowell during their 9:00 pm phone call. Mrs. McDowell was not certain but believed that the crew ate dinner in the airplane.

----- End of entries -----



## RECORD OF CONVERSATION

**Timothy N. Sorensen**  
**Aviation Accident Investigator**  
**Central Region**

---

**Date: September 29, 2014**

**Person Contacted: Mrs. Shelly DeVries, wife of Mr. Bauke "Michael" DeVries (pilot)**

**NTSB Accident Number: ERA14MA271 – Bedford, MA**

---

### **Narrative:**

Mr. DeVries worked around the house during the three days before the accident. Mrs. DeVries noted that he liked to garden and was preparing the house for a visit from his parents planned for the following week. She added that her father had brought up a log splitter the week before and Mr. DeVries was anticipating splitting wood for use in their fireplace.

Mr. DeVries had been in good spirits and he seemed to be sleeping well. Mrs. DeVries was not aware of any current medical issues; he seemed to be feeling fine. She commented that he had an episode of sciatica in February 2013; however, he had sought treatment and, to the best of her knowledge, he did not have any further issues. Mr. DeVries was normally in bed about 10pm and awoke about 8am. He snored occasionally, but did not have significant sleep issues. When he woke up, he appeared well rested and ready for the day.

On the day of the accident, Mr. DeVries got up about 8am and worked around the house until 11:30am, when he left for the airport. Mrs. DeVries talked to him at least once during the day. He called her about 8:30pm to let her know that they were going to be returning late.

Mr. DeVries had flown for SK Travel for about 10 years and seemed to enjoy the job. He was on-call 24/7, but didn't really fly all that much. He did not have any negative comments regarding the operation. When aircraft maintenance issues did come up, they were always addressed. Mr. DeVries had flown for charter operators prior to his current position.

----- End of entries -----