



# **ATTACHMENT 3**

**OPERATIONS GROUP CHAIRMAN'S FACTUAL REPORT**

**CEN14FA046**

**72 HOUR HISTORY INTERVIEW WITH PILOT'S WIFE  
(4 Pages)**



## RECORD OF CONVERSATION

**Jason Aguilera**  
**Air Safety Investigator**  
**Central Region**

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**Date: February 20, 2014, 1400 CST**  
**Person Contacted: Nancy Inhofe**  
**NTSB Accident Number: CEN14FA046**

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A telephone interview was conducted with Mrs. Nancy Inhofe, the wife of the deceased pilot. Also present on the telephone conference was:

Aaron Sauer, IIC, NTSB  
Evan Byrne, NTSB  
Wil Angelley, advisor to Mrs. Inhofe

During the interview, Mrs. Inhofe stated the following information:

She last spoke with the pilot, Mr. Perry Inhofe, on Sunday before his return flight, about noon. It was right after he got his certification for the MU-2 and he called to tell her he had gotten it. He was very happy when he called. He was happy he had finished it and was on his way home. She said she was trying to reconstruct when she heard him say something about the training – she thinks it was that morning – and Perry told her that he did some of the maneuvers low to the ground on takeoff and was moving slowly and cutting off the engines so he could maneuver the airplane with an engine out. He had done it before up higher at 6,500 feet but this time it was down lower – and they did it that morning. He was very pleased.

When asked about the frequency of contact between her and Mr. Inhofe, said remarked that when he was at home he would call or text usually once a work day. He was her husband of almost 24 years, so he always touched base. She thought when he was at training (for the MU-2) he checked in when the day was over – saying things like he was done with training and was going to get food; and would call later that night. He rarely traveled without his family and she couldn't remember a trip other than this one where the family wasn't with him. They had a great relationship so they communicated quite a bit during the 8 days that he was gone.

He didn't use any medications or over the counter drugs on a regular basis. No problems with his sleep – he slept like a rock. At the beginning of their marriage he snored, but over the last 20

plus years he wore a breathe-right strip and she didn't hear him snore. No diagnosed sleep disorders. No changes in his health. He did exercise and she described him as really fit. No surgeries or illnesses in the previous year. She characterized his health as excellent – adding that he had no health issues, and he never got sick.

Regarding his normal schedule she said he was a creature of habit. He'd typically go upstairs and get ready for bed around 2130 but would read or something before going to sleep. She kept different hours than he did – she is a night owl, so she didn't know for certain when he'd go to sleep. She estimated he'd usually go to sleep around 2230 and he'd be up at 0430 to go exercise. He was usually up with the sun, no later than 0600-0630. She said he would not get up in the middle of the night typically, and he would not routinely take naps during the day (rarely she would catch him asleep when reading a book in the afternoon).

He had no specialized diet. She was usually sleeping when he got up so she wasn't sure when or what he'd eat for breakfast normally – but he would eat big breakfasts when on vacation. She didn't really think he routinely ate breakfast. For lunch while working, someone would typically bring him a candy bar or other small meal. As for dinner they'd eat around 1800-1830 and it'd be a regular, balanced meal. He wasn't an over eater. She didn't remember him snacking and said that after dinner he was done. He used caffeine less and less. He used to drink a lot of Diet Pepsi but recently she had not been buying too much – perhaps he'd drink one a day. He didn't drink coffee – he hated it. He didn't use tobacco. Occasionally at dinner he'd have a glass of red wine – not much – and maybe a regular pour of red wine if they went out with friends on the weekend.

He would exercise 5-7 days a week, both cardio and weights. On the weekends he'd run 10+ miles, and would go to a fitness club too – would be there sometimes at 0500 folks would say. He'd probably do weights there. He just did exercise for fitness, no competitions. She was asked about any changes in his life recently and said there was nothing different or changing in his life. No problems at work, and he was probably the favorite doctor in the group of 20 plus orthopedic surgeons. Everyone loved him, his patients loved him. No changes at work, home, his family or her family. Pretty steady going over at home, until now.

Concerning his involvement in aviation, they would travel by plane to see her parents frequently in St. Louis. They also had a home in Santa Fe, NM, and they would also fly there. Perry was a destination pilot. He liked to go places when he flew.

Recently he was flying with his son – 17 years old -- and had been providing him some instruction as a CFI, hoping he'd get a pilot license. During those flights, he would fly a single-engine Tiger. They would fly the Cessna 421 to see her parents and go out for long weekends. He provided her some instruction in airplanes, mainly so she would know what to do in case of an emergency.

Regarding getting the MU-2, she said she really wasn't too sure when that decision was finalized. He looked at a “long body” [MU-2] for more than a year. He was reading about them. She said Perry made the decision to get the MU-2 because it could go over the mountains and handle the turbulence better than the Cessna 421, and it had more speed. That meant less time in

the air so he could spend more time with family or at places they went to. He wanted a high performance plane that would not be feeling as much turbulence going to Santa Fe as the Cessna 421 did. He had mentioned to her that a King Air was among the planes he was considering. He decided on the MU-2 based on the price point. He told her that the MU-2 had a bad history early on but the FAA had initiated a program of training for it and that corrected its crash history – FAA forced pilots to have 8 days plus of training. Perry told her that he needed to complete the MU-2 training and then would have to do training every year.

Regarding the MU-2 instruction, she recalled that Mr. Inhofe considered Shawn McDonell the best in the country. She thought Shawn had been an instructor for many years and people in this region thought Shawn was the best.

She wasn't sure who he was communicating with about the MU-2. He had a couple of 3-ring binders that he was reading and assumed those were the MU-2 binders. He had an office up at work where he had a computer setup there and could have been reading online there. She didn't really see him sitting in front of the computers at home. He did have the 3-ring binder with him for a while. Her memory is him reading about the MU-2 for about a year.

When he had visited home between ground school and the flight instruction portion, Perry was much chattier than usual. Shawn had an MU-2 broken down into every component. He'd pick up a fuel line and show Perry how it worked, etc. Perry thought that was really great training. He was able to visualize so many things that Shawn had taken apart to help teach. Perry really talked a long time about that and showed her pictures of what looked like parts to her. After dinner he relaxed and watched a TV show and then went to bed as he knew he had to get up early to fly back to Salina. He was excited after the ground school was completed, but after the flying part he really was enthusiastic. She described it as escalating excitement and for him that was a bit uncharacteristic as he was normally a "steady-eddie." He wasn't really excitable. But, for him this was something he really wanted to do and he was really happy and he really loved flying it.

She said the time he was in training was unusual in the sense it was a week off from seeing patients and doing surgery. But, not too different as he was always learning and doing things, and working to something or some goal. She encouraged him to go. She said if he didn't have to do the training based on the requirements, he would have trained himself to fly the plane, he was smart. He'd fill every second of life, especially with something he was passionate about. She said he was a natural pilot and had been flying with his dad since he was a teenager. It wasn't the thrill of speed so much that he liked but he was focused on the destination – that flying enabled him to go places he wanted to go with his family. He didn't fly alone very much – he always had family or others with him. She described him as incredibly independent and someone who wanted to be known for who he was and what he had done. He loved being independent. She said he was a huge learner and the challenge of the high performance plane was something he liked.

She said one of their son's is a tennis player and Perry would fly him all over the place in the 421. He had subscriptions to various pilot and aviation magazines, was a member of AOPA and the Cessna Pilots' Association. When she married him they were just doctors, and then he just

kept getting certification after certification after certification. At night he'd be reading those magazines about aviation. He had 3 shelves full of aviation books in the basement. They did have a flight simulator at home but she wasn't sure how much Perry used it beyond something to help her and their sons with – it wasn't very sophisticated. They have two sons, ages 17 and 20.

During training she thought Perry started the flights at 0800. She said on Thursday maybe from 1400-1700. There were some comments or remarks about night flights. Sunday morning they started early to finish out the hours he needed. He'd eat dinner and then come back and take some written test.

Regarding the pre-buy inspection, she found an email chain at the office computer. The owner Joe Timmons and Perry were talking about price. There was an email from Perry about the props needing to be overhauled – and Timmons replied they had 1200 hrs on them and didn't need it. ... Later Perry sent an email saying that he just talked with Mark James and that he thinks Timmon's is right that it doesn't need a pre-buy inspection. She was surprised that her husband agreed to not having a pre-buy inspection.

She had no recollections of Perry mentioning anything about the work at Intercontinental Jets. But added, that he probably wouldn't have talked to her about something like that. She does have a lot of emails about the course of the installation and the specific equipment he was wanting. She found a whole string of emails a week or two ago. He never said it wasn't being done in a timely fashion. He took a picture of it in progress with things taken apart with all the wiring showing, and made a comment to the guys doing the work saying I don't know how you do this it looks like spaghetti. He did go visit the plane a couple of times, one of the times he went down was to get the pilot's operating handbook. He never said he was satisfied or dissatisfied, but that was Perry, he'd quietly get things done.

Perry's father said he had never mentioned the MU-2 to him. She said that was Perry's thing, he was independent and didn't feel his father needed to know everything that he was doing. She said that he didn't share that wasn't unusual and wasn't anything more than Perry trying to be an independent son. Perry just did his stuff. He wasn't too chatty, and his father was super busy too. She's not too sure he told his father about getting the C421 before getting it either. Perry maintained his father's airplanes over the years – making sure the annuals were done, etc.

She was asked to provide dates, times, and durations of texts and calls.

She said she'll provide emails.... To her she said it was puzzling to her why he didn't do a pre-buy on the MU-2. She said he did them before, on his C421 and his dad's C340. She's not found any documents about pre-buy. She doesn't have a document that would show her why he didn't do a prebuy or something he had been told over the phone, because she did not have an e-mail stating why. His file has the same documentation that he had for the C421. She was making sure the plane had everything required. She went through the MU-2 documentation Perry had and it's similar except for that one piece – the pre-buy. So she's wondering what Perry saw or had that made him think he didn't need the pre-buy.

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