



RECORD OF CONVERSATION

Noreen Price
Aviation Accident Investigator
Alaska Regional Office

Date: February 14, 2018
Persons Contacted: Mark Case, airplane co-owner
NTSB Accident Number: ANC18FA024 N123JN M20K

Narrative: Mr. Case was part owner of the Flying Llama LLC that owned the accident airplane that crashed on February 12, 2018 in Chuckanut, Washington. This is a summary of his statements.

Mr. Case is one third partner in Flying Llama LLC. Donald Stanwyck (accident pilot) was the other two thirds owner. They formed the LLC in December of 2016 when they bought the airplane. They switched insurance companies in November 2017. Mr. Case is also a pilot.

The airplane had an annual inspection about 10 days before the accident. It was conducted at Bellingham International Airport by Command Aviation. Then Mr. Stanwyck flew it to Paine Field to have ADSB transponder installed by Crown Aviation. The airplane flew a test flight after the ADSB install last weekend. The cowl flaps would not close during the flight, so it was being flown back to Bellingham to have that fixed. They also had a new JPI EDM installed, and the TIT signal probe was not working.

Mr. Case stated that he believed that Mr. Stanwyck was night current but was not instrument current. He also stated that he would not expect Mr. Stanwyck to be using autopilot, because it was a short flight.

Mr. Case had flown the accident route with Mr. Stanwyck before, however they flew west of the mountains along the shore of the Puget Sound. They would fly that leg anywhere from 2,500 feet to 3,500 feet. He had never flown over the hills into Bellingham. There was not a pilot display with terrain features installed.

There were no other mechanical issues with the airplane that he was aware of.

On the day of the accident, Mr. Stanwyck sent Mr. Case a text at 1844 saying, "preflight complete, engine running."

Mr. Case was not aware of Mr. Stanwick's health issues, other than a few years prior when he had some procedure for his heart and lost his medical for a while. He lost weight and reacquired the medical and they purchased the airplane.

Mr. Case last flew in the airplane on February 10, 2018. Mr. Stanwyck did the flying. They did not refuel before or after the flight, but he recalled that Mr. Stanwyck kept very good flight and fuel logs so it may be there. They flew from S43 to Pierce County Airport for an FAA safety symposium and also maneuvered while enroute to test the new ADS-B equipment. He believed that the airplane was likely fueled last at S43 at Snohomish Flying Service and he would assist in finding a receipt.

Mr. Case did not fly at night so he could not say if the instrument lights worked well.