



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 25, 2013

Person Contacted: Mr. Grant Robarts (Flight Instructor)

NTSB Accident Number: WPR13FA244

Narrative:

The following is a synopsis of the information provided by Mr. Robarts in a telephone conversation on this date:

- Mr. Robarts is a CFI and CFII
- He is employed as a CFI at Executive Flyers Inc (EFI), based at Sacramento Executive Airport (SAC) Sacramento, CA
- The pilot, Mr. Mezger, was "slowly" working on his instrument rating at EFI, primarily with another CFI
- Due to schedule and CFI availability issues, the pilot and Mr. Robarts occasionally flew together
- Their first time was approximately May 2012
- The CFI estimated that they had accrued a total of about 12 flight hours and 5 ground hours of instruction/training since then
- About 3 of those hours were in the accident airplane, Bonanza N999PK; the remainder were in the pilot's C-182
 - One of those flights in N999PK was from SAC-SJC-WVI-SAC, which entailed high pilot workload, and the pilot did not give the CFI any cause for concern
- The CFI characterized the pilot as a "pretty cautious guy"
 - When asked for specifics, the CFI reported that the pilot was not as "gung ho" as some other pilots, and that one time, when the winds were about 30 knots, the pilot opted not to fly
 - The pilot had "a lot" of questions about procedures, particularly regarding how the CFI would opt to conduct a certain task, or what he would do in a certain situation
- The pilot's "basic stick and rudder skills" were "solid" - the CFI had "no doubt" about the pilot's "flying abilities"
- The pilot did talk to the CFI about an upcoming flight to Phoenix or possibly Tucson, but not to Flagstaff or any other high elevation airport
- The CFI had no recollection of the pilot flying into or out of Truckee, CA

- The CFI had not flown into any high elevation airports with the pilot
- When asked about the accident airplane, the CFI stated that it was a very well-maintained/nice condition airplane, and that he did not notice any problems or shortcomings with its climb capability, which he pays attention to when flying a new (to him) airplane.
- The CFI could not offer any ideas or suggestions regarding possible additional avenues of investigation