



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: October 20, 2015
Person Contacted: Ryan Goss; Big Bear Airport, Big Bear, California
NTSB Accident Number: CEN15FA400

Narrative:

During a telephone conversation, Ryan Goss stated that there was “some issue” with Harold Raggio during the Big Bear Airport air show when they were getting ready to open the airport for departures. The airport had an “air boss” during the air show. When the airport opened for departures, Mr. Raggio departed with passengers for whom he was giving a ride. Upon Mr. Raggio’s return to the airport, Mr. Raggio turned on the final leg of the airport traffic pattern and did not have the airplane radio on. The air boss cleared another airplane to depart from the active runway while the airplane Mr. Raggio was flying was on short final. Mr. Goss said that he got on the radio with the air boss. Mr. Goss stated that instead of offsetting the airplane to the side of the runway during Mr. Raggio’s go-around, Mr. Raggio performed a “low-level left turn over the crowd” with the landing gear and flaps extended. The air show was held August 2015. Mr. Goss stated that Mr. Raggio was not forgetful, “not right off hand.” Mr. Raggio seemed “a little bit older” to be flying a Cessna 310. Mr. Goss stated that Mr. Raggio had a “really hard time talking on the radio.” Mr. Raggio “always” had someone with him to talk on the radio when he flew. Mr. Raggio did not “seem forgetful” and “seemed alert.” Mr. Goss said that he talked with Mr. Raggio “a lot about flying.” Mr. Goss said nothing at the time gave him to question Mr. Raggio’s flying ability. Mr. Goss said that Mr. Raggio wanted to fly in the Young Eagles program and that they have a large Young Eagles program at Big Bear Airport. Mr. Goss said that they had asked Mr. Raggio to produce the required paperwork for the Young Eagles program, but Mr. Raggio never produced such paperwork so the program representative decided about 8-10 months ago not to allow Mr. Raggio to fly in the Young Eagles program. Mr. Goss said that Mr. Raggio had “quite a bit of interesting stories” of his time in the Vietnam war, and he was a “thoughtful guy.” Prior to owning a Cessna 310, Mr. Raggio owned a Piper Cherokee 180 and he “did a lot of flights” and “flew people a lot.” Mr. Goss said that he thought the reason Mr. Raggio gave airplane rides was to provide an opportunity to the less privileged so they had a means to fly. Mr. Goss said that Mr. Raggio told him that he (Mr. Raggio) flew fixed wing aircraft and helicopters

in the military and also told stories of “being shot down.” Mr. Goss said the he “believes” Mr. Raggio said he flew F-4 Phantoms in the military and transitioned to helicopters and was injured in Vietnam. Mr. Goss said that Mr. Raggio told him that he (Mr. Raggio) was a doctor and “had an MD.” Mr. Goss researched the things told to him by Mr. Raggio, and none of the things were true. Mr. Goss said that Mr. Raggio had “some speech issues” and that he had a “high pitched garbled voice.” Mr. Goss said that Mr. Raggio could not “keep a fluent conversation” without having an “issue with talking.” Mr. Goss said that Mr. Raggio’s aircraft radio transmission were “very short,” which “concerned” Mr. Goss and Mr. Goss’ staff. Mr. Goss said that Mr. Raggio was a “great person” because “the way he treated others.” Mr. Goss said that when Mr. Raggio bought N1099Q, there were “a lot of radio issues” and he “speculates” the instruments were not working. Mr. Goss said that when Mr. Raggio would fly into a “large airport,” Mr. Raggio would take a “twin-rated pilot” with him and as soon as Mr. Raggio felt that he was used to the airplane, he flew the airplane himself. Mr. Goss said there were “at least three people” that were going to fly with Mr. Raggio on the accident flight. One of these pilots offered to borrow Mr. Raggio a Garmen 795 for the accident flight, but that pilot decided not to go after the pilot asked Mr. Goss, “If you were me would you go?” to which Mr. Goss responded “I wouldn’t go.” Mr. Goss said that this pilot was Phil Sabatino and Mr. Raggio did not use the Garmen 795 offered by Mr. Sabatino. Mr. Goss said “there were a lot of circumstances that concerned people about his [Mr. Raggio’s] flying.” Mr. Goss said that “what they heard here” was that Mr. Raggio was flying to Amarillo, Texas to sign paperwork for the purchase of an L-39 airplane. The L-39 was to be purchased by one of the non-pilot passengers on the accident flight. Mr. Goss said that he researched sales of L-39 airplane near the Amarillo, Texas area and could not find any.

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