



## RECORD OF CONVERSATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

---

**Date: June 4, 2013**

**Person Contacted: Mr. Dan Honeycutt (Maintenance Facility)**

**NTSB Accident Number: WPR13FA244**

---

### **Narrative:**

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

- Mr. Honeycutt was the owner of the maintenance facility (Honeycutt Aviation, 'HA') that conducted the most recent annual inspection on the airplane
- That inspection was completed in June 2012
- HA completed an oil change on the airplane in December 2012
- The annual and the oil change were the only two occasions that HA performed maintenance on the airplane
- The pilot planned to bring the airplane to HA in June 2013 after he returned from the trip to Arizona
- HA had never serviced the pilot's Cessna 182
- HA primarily serviced Beechcraft
- Mr. Honeycutt flew the airplane from his facility in Marysville, CA to the pilot's home airport of MCC
- Mr. Honeycutt had flown several Bonanzas, and stated that this airplane was "heavy" and a "dog on climb"
  - This was because the airplane was "loaded"- it had numerous additions/optional equipment, including the tip tanks, TKS system, auxiliary landing lights, and speed brakes
- He asked if the investigation had determined the airplane's weight and balance condition for the flight, and how much TKS fluid was in the system at the time
- The pilot was typically "open to doing whatever maintenance" Mr. Honeycutt suggested
- Mr. Honeycutt stated that he was "always kind of concerned about the pilot [not] being ahead of the airplane" when it came to operating/flying the airplane
- Mr. Honeycutt provided the contact information for a CFI (Mr. Dennis Williams) who he believed provided flight instruction to the pilot in the accident airplane