



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: May 29, 2013
Person Contacted: Mr. David Marks (Pilot's Nephew)
NTSB Accident Number: WPR13FA244

Narrative:

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

- Mr. Marks was the nephew of the pilot; he called me in response to my request to the pilot's son (his cousin) earlier in the day
- Mr. Marks was also a pilot
- The pilot kept the airplane in the McClellan Jet Center hangar at McClellan airport near Sacramento, CA
- The pilot began flying about 3 years prior to the accident
- The nephew believed that the pilot had about 600 hours TT
 - The pilot was a private pilot, single engine land, no instrument rating
- The pilot bought the Bonanza about 1 year prior to the accident
- The pilot also owned another airplane, a Cessna 182
- The pilot primarily flew the "Bonanza" (the accident airplane)
 - The Cessna 182 was "not flown much"
- When asked, the nephew stated that he had "not heard anything" about a previous accident or incident involving the pilot
- When asked, the nephew stated that the pilot was familiar with high elevation airports, and noted that the pilot flew into Truckee (CA) "regularly"
- The nephew had flown with the pilot
- When asked to characterize his uncle as a pilot, the nephew stated that he was a "great pilot"
- When asked, the nephew stated that the pilot's comfort level and skill with the accident airplane was "OK"
- The nephew did not know where the pilot's logs or the airplane maintenance records were, but when asked, he stated that he would look for them, and await further instructions
- The nephew stated that it was acceptable to him to use him as the family point of contact regarding the accident