



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: October 14, 2015
Person Contacted: Mark Piper; ARFF/ Operations Specialist, Flagstaff Airport
NTSB Accident Number: CEN15FA400

Narrative:

During a telephone conversation, Mark Piper stated that N1099Q taxied from the Wiseman Aviation ramp to taxiway A2, held at A2, and then taxied onto an active runway with a commercial regional airplane on short final, without any radio contact with air traffic control from N1099Q. The air traffic control tower told the regional airplane to initiate a go-around. While on the runway, N1099Q made contact with the air traffic control tower. Mr. Piper said that N1099Q transmitted that they did not have the airplane radio turned on or “something to that effect” and made reference that they were going to take off. The air traffic control tower told N1099Q to stop their takeoff and taxi to taxiway A6. Mr. Piper asked the air traffic control tower if they need him to follow N1099Q. Mr. Piper said that the radio transmissions from the pilot of N1099Q were “screwy” and “lacked organization and context, was not current.” When N1099Q taxied off the runway, it taxied and parked on the commercial ramp. Mr. Piper arrived to where N1099Q was parked and saw two men outside the airplane, walking around. Mr. Piper asked the men, which one was the pilot of N1099, to which the one person described by Mr. Piper as having salt and pepper colored hair, identified himself as the pilot. Mr. Piper told the pilot that he needed to move the airplane to the general aviation ramp because it was blocking the commercial ramp and told them that they forced a commercial airplane to perform a go-around; Mr. Piper said the pilot was “apologetic.” The two men got back inside the airplane with the pilot seated in the left front pilot seat and the other man seated in the right front pilot seat. Mr. Piper then followed N1099Q to the Wiseman Aviation ramp and during that taxi, and there was no radio contact by N1099Q with air traffic control for that taxi. Mr. Piper said there were a lot of instances in which the pilot acted as if he did not know what was going on in terms of a controlled airport. After talking to air traffic control, N1099Q’s engines were restarted while at the Wiseman Aviation ramp, but one engine was cranked for a “good ten minutes.” Mr. Piper said that the airport field elevation at Flagstaff was about 7,000 feet and it was “common” for pilot’s to flood an engine during starting. Mr. Piper said that whoever was making radio calls for

the second taxi to the active runway for the second takeoff attempt was not the same person that was making radio calls previously. Mr. Piper said that the person in the right front pilot seat was about the same height as the pilot, who was about 5 feet 6 inches in height with salt and pepper colored hair. Mr. Piper said the person in the right front pilot seat was overweight and short. He said that the person in the right front pilot seat had a hard time entering the airplane. Mr. Piper said the pilot was "cordial." Mr. Piper said that the pilot was "aloof" and did not seem like he was under the influence of alcohol/drugs. The pilot did not slur his speech and seemed to know his way around the airplane. Mr. Piper said that listening to the pilot's radio calls, it seemed like the pilot had spent a lot of time around uncontrolled airports. Mr. Piper said that during N1099Q's second takeoff attempt, the airplane remained low over runway 21 for a long time and about 1,000 feet from the departure end of the runway pulled up, "not steep," and entered a left turn to the east and headed northeast.

Mr. Piper was asked by the NTSB Investigator-In-Charge to provide a written statement.

Mitchell Gallo