



## RECORD OF CONVERSATION

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

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**Date: March 27, 2018**  
**Person Contacted: Mr. Sam Rosas (KWVI Ops Supervisor)**  
**NTSB Accident Number: WPR18FA112**

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### **Narrative:**

The following is a synopsis of the information provided by Mr. Rosas in an in-person conversation on this date:

- The conversation was held in the KWVI Manager's Office
- The KWVI manager Mr. Rayvon Williams was present
- Also present were two inspectors from the FAA SJC FSDO
  - Inspector Wilbert Robinson
  - Inspector Kenneth Greenwell
- Mr. Rosas had known/interacted with the pilot for a few years
- The pilot kept his airplane in Hangar J-2 at KWVI
- The pilot drove & stopped his car just outside the Ops Office (airside)
- He came into the office at 0954 to request a fuel toff in his airplane, which was in his hangar
- Mr. Rosas noticed that the pilot's ability to walk had significant deteriorated since he last saw the pilot a few months ago. He stated that the pilot "could barely walk" on this occasion
- The pilot appeared in good spirits
- The fuel truck pumped 25.4 gallons into the airplane
- The pilot (which was typical for him) had an Ops or fueler help him extract the airplane from the hangar
- The pilot always refused to let other persons close his fuel caps; the pilot explained that he wanted to be certain that the caps were properly closed/latched
- After the accident, Mr. Rosas reviewed KWVI surveillance footage, and then reported that the airplane took the runway [20] for departure from KWVI at 1035:54 PDT
- Mr. Rosas also noted that the pilot had left the hangar doors open a few inches, and had not locked the doors
  - Mr Rosas then closed and locked the doors