



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: September 9, 2015
Person Contacted: Grant Wiseman; Wiseman Aviation
NTSB Accident Number: CEN15FA400

Narrative:

During a telephone conversation, Grant Wiseman stated that the airplane, which was a red and white Cessna 310, taxied to the self-serve fuel pumps near Wiseman Aviation at Flagstaff Pulliam Airport (FLG), Flagstaff, Arizona. He said that during that taxi, the Cessna 310 almost hit an Eclipse jet and he thought it was going to hit golf carts that were parked near Wiseman Aviation. The Cessna 310 had white "house letters" painted on the side of the airplane. The house letters had "pilot" followed by a name, which he could not remember seeing, and "copilot" followed by "God." The Cessna 310 arrived about 0930-1000 local time. He said that a male, who was wearing a baseball cap with "Vietnam" and who had a darker skinned complexion than the other occupants, was seated in the left front pilot seat.

Mr. Wiseman said that the left front pilot seat occupant said that he hoped there were no more clouds and there was no more weather and that he wanted 75 gallons of fuel for the airplane. Mr. Wiseman said that he showed him how to operate the self-serve fuel pump.

Mr. Wiseman said that the right front pilot seat occupant was a male with gold rings on his fingers, was heavy set, and had gold chains around his neck.

The occupant seated in the seat immediately behind the left front pilot seat was a white male and was bald.

Mr. Wiseman said that a female was seated in the seat immediately behind the right front pilot seat.

Mr. Wiseman said that the occupant in the seat behind the left front pilot seat said that he bought a new GPS and could not get the ADAZ on it. Mr. Wiseman said that the occupant in the left

front pilot seat said they were going to Texas. Mr. Wiseman said that after the Cessna 310 had been fueled, it taxied without making any radio communications with air traffic control (ATC) and taxied onto a runway while an “air shuttle” was taking off. He said that the air shuttle had to abort its landing. Mr. Wiseman said that they then turned the radio on in the Cessna 310 and taxied off the runway and onto a taxiway near the air carrier ramp.

Mr. Wiseman said that the occupant in the left front pilot seat was wearing a hat that said Navy Vietnam Veteran.

The occupant seated behind the left front pilot seat was in his 60s and that occupant said he “had a brand new GPS.” Mr. Wiseman said that he thought the occupant seated behind the left front pilot seat said the he could not get the ADAZ for Flagstaff on the GPS and “oh well we’ll figure it out later.”

Mr. Wiseman said that it looked like there was baggage in the back of the airplane.

Mr. Wiseman said that the right front pilot seat occupant was in his late 40s or 50s, was wearing four gold rings, had long hair, and was wearing at least two gold chains. He was wearing a “long baggy t-shirt.” The right front pilot seat occupant helped with fueling of the airplane at the self-serve fuel pump; he fueled the left or right wing fuel tank/auxiliary fuel tank and put the fuel caps back on.

Mr. Wiseman said that the wing tip fuel tanks (main fuel tanks) were topped off, and the auxiliary fuel tanks were not topped off but filled with an “odd” quantity of fuel. He said that something like 15 gallons of fuel was placed in the auxiliary fuel tanks. Mr. Wiseman said the left front pilot seat occupant gave the fuel order and payed for the fuel using cash. The left front pilot seat occupant seemed older and in his 60s or 70s.

Mr. Wiseman said the house letters of pilot and copilot were similar to those on fighter or Air Force aircraft.

Mr. Wiseman said that the Cessna 310 “looked clean” with white and red coloring.

Mr. Wiseman said that when the Cessna 310 arrived, it was not taxied close enough to the self-serve fuel pumps and “knocked” a ladder with one of the propellers. He said that the pilot was not “observant about his surroundings.”

Mr. Wiseman said that when the Cessna 310 taxied off the runway and onto a taxiway after the air shuttle aborted its takeoff, a Flagstaff airport rescue firefighter (ARFF) drove to the airplane to talk to the left front pilot seat occupant. The ARFF personnel told the left front seat pilot occupant that he had to move the airplane because it was blocking an air carrier ramp entrance. Mr. Wiseman said that the FLG ATC had a “lengthy conversation” with the pilot after the Cessna 310 taxied off the runway and after which the pilot was told to call the ATC tower.

Mr. Wiseman said that during the refueling of the Cessna 310, the occupants were inside of the Wiseman Aviation facility for about 30-40 minutes, during which the occupants used the restrooms.

Mr. Wiseman said that after the runway incursion by the Cessna 310, the airplane sat on the taxiway blocking the air carrier ramp for about 30 minutes or longer, during which the engines were shutdown. The engines were then restarted and they taxied to the ramp near Wiseman Aviation and shut down again and then attempted to restart the right engine by cranking it for “at least 30 minutes.” Mr. Wiseman said that he did not see any fuel leaking from the underside of the right engine during the attempted second engine start.

Mr. Wiseman said that the Cessna 310 wings “looked fine” and there were no scratches on them. The windows were not “tinted.”

Mr. Wiseman said that the left front pilot seat occupant said “I hope there is no more weather to Texas” and pointed east. He said that it should be two more hours to what Mr. Wiseman thought was Amarillo but was sure that it was Texas.

Mr. Wiseman said that, Mike, the ARFF personnel had a two-minute interaction with the pilot of the Cessna 310.

Mr. Wiseman said FLG ATC had at least a 30-minute conversation via phone with the Cessna 310 pilot. Mr. Wiseman heard over the ATC frequency the air carrier asking about the Cessna 310 and ATC responding by saying it was “a case of situational awareness.” Mr. Wiseman said that the Cessna 310 taxied past the tower without contacting ATC prior to the runway incursion.

Mr. Wiseman said that the Cessna 310 was fueled with 100 low-lead aviation fuel.

Mr. Wiseman was asked by the NTSB IIC to provide a written statement.

Mitchell Gallo