



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 23, 2014
Person Contacted: Mr. Todd Peterson (Eyewitness)
NTSB Accident Number: WPR14LA271

Narrative:

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

- NOTE: Mr. Peterson owns the STC(s) for the Peterson King Katmai conversion(s) which was/were installed on the accident airplane
- He has known the pilot (Mr. Jay Minor) as a customer and a flying colleague/friend for several years
- The last time he saw the pilot (prior to this accident trip) was about 3 years ago
- He has flown with Mr. Minor, and considers him a "very experienced pilot"
- The group had departed McCall, ID for Big Creek
- The pilot was "tail end charlie" (the last airplane in the series) for this group leg
- Relatively speaking, Mr. Peterson does not consider Big Creek to be a highly demanding back country strip in terms of difficulty or attention/skill required
- Mr. Peterson had landed about 15 minutes prior to the accident, had exited his airplane, and witnessed a small portion of the accident sequence
- He saw the airplane for about 2 seconds; he did not know which airplane or pilot it was until after the accident
- He saw the airplane during its last 20 to 30 degrees of its turn from base to final after it "came around the Hogback"
- His impression was that the airplane was "really low and slow" for its position relative to the strip
 - He estimated that the airplane was at about "1/3 the height" that an airplane would normally be for the base-to-final turn, but he was not positive about how far out on final the airplane was making that turn – the turn could have been significantly closer in than is normally done at that strip
 - He did not see the airplane long enough or well enough to observe its flap configuration

- The airplane pitched "immediately nose down and left" and Mr. Peterson then heard application of "full [engine] power," and the airplane descended behind the trees/ridgeline
- He remarked to an individual standing next to him (who did not see the event) that "we have an airplane down"
- They located a radio receiver, and when they tuned it to 121.5, they heard the ELT audio sweep tone
- Another airplane was following the accident airplane, but that pilot was not part of the group and did not witness the accident
- An aerial search required about 10 minutes to locate the downed airplane
- He visited the pilot in the hospital the day after the accident; the pilot reportedly remembered "everything" about the accident
- From west to east, in an approximate north-south orientation, there are the runway, the "Hogback," and an unnamed ridge
- Normal procedure for landing to the south is a left traffic pattern where the downwind leg is flown between the Hogback and the unnamed ridge
- When Mr. Peterson flew the downwind, the ridge was in shadow which degraded his depth perception re that ridge, and resulted in his downwind leg being closer to the Hogback (and airstrip) than normal
 - He suspected that the ridgeline lighting might have influenced the traffic pattern flown by the accident pilot, and caused him to fly a tighter pattern