



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 11, 2014
Person Contacted: Inspector Lee Oscar & RNO FSDO Manager Michael Becker
NTSB Accident Number: WPR14FA132

Narrative:

The following is a synopsis of the information provided by the two FAA personnel during in-person conversations on the subject date:

- They responded to the accident site with the CCSO personnel on Monday morning 3/10/14
- Mr. Becker turned off the ELT
- They were told that CCSO SAR airborne and ground personnel received intermittent ELT signals, but the information was not helpful in determining the wreckage location, likely due to local topography [NOTE: In this case, since the visual sighting of the wreckage was the first indication that the airplane was missing/crashed, the ELT location function was not required]
- The site was only accessible by 4WD vehicle
- The FAA personnel were present for recovery of the pilot
- They took some photographs of the wreckage and also provided a brief synoptic description
- The airplane aft fuselage remained attached and was pointed about 45 degrees up from the horizontal prior to recovery of the pilot
- The fuselage and some control cables were cut to enable recovery of the pilot
- They reported that at least part of the airplane/pilot's cargo was beer and soda
- The FAA personnel left the scene mid-day 3/10 and did not return
- Inspector Oscar spoke with the pilot's girlfriend by telephone on 3/11/14
 - Her name is Jeanne Pearce
 - They have 3 airplanes
 - They based the airplanes at NV33 (Ferris Wheel airport)
 - The pilot departed sometime on Saturday 3/8/14 to do "errands" in Carson City; he typically landed at Carson City airport (CXP)
 - This was a typical habit pattern for the pilot
 - They kept a car at CXP for their use
 - The pilot was in "good health/good spirits"
 - He had no colds recently, and his allergies were not active

- She received a text message from him at 1400 on 3/8 asking if she needed anything from Carson City
- She received another text from him at 1538 asking if she would be home for dinner, to which she responded yes
- That text was the last she heard from him
- It was "normal" for him to occasionally not return from CXP the same day as he flew there; but if he did overnight, he typically returned early in the morning. That was why she did not report him missing until Sunday 3/9
- Inspector Oscar planned to visit NV33 and locate the maintenance records for the airplane on Thursday 3/12
- Initial FAA checks with RNO ATCT and NorCal Approach did not reveal any explicit radio or radar contact with the subject airplane
- The FAA had also made a query of Fallon NAS to determine whether their radar had tracked the accident airplane
- On 3/11/14, Neil Weaver, n operator based at CXP, contacted RNO FSDO top notify them that he saw the subject airplane land and take off from CXP on Saturday 3/8