



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 12, 2014
Person Contacted: Mr. Neil Weaver (Pilot/operator at CXP)
NTSB Accident Number: WPR14FA132

Narrative:

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

- Mr. Weaver is associated with Weaver Aviation, a PC-7 operator based at CXP
- He is a PC-7 pilot
- He and another pilot were flying a PC-7 in the vicinity of the accident/impact site about 1245 on Saturday 3/8/14
- They were operating at an altitude of about "1,000 feet agl"
- He said that the [turbulence] conditions were "really bumpy"
- The conditions were turbulent enough that he powered back to fly the airplane (PC-7) at maneuvering speed
- At one point, they experienced a "roller" (significant up/downdraft) coming off "prison hill"
- They landed on CXP runway 9 about 1300, and were taxiing back to the west on the parallel taxiway
- He saw the C-120 in the (normal) right hand traffic pattern for runway 9
- He pointed out the Cessna to the other pilot on board, and remarked that the Cessna was flying an "aggressive pattern"
 - He described it as a "tight" [close-in] pattern
 - The Cessna did not fly a base leg; instead it made a continuous 180 degree turn from downwind to final
 - The Cessna turned onto final at about 200 feet agl
- The Cessna made a "beautiful landing" [touchdown]
- He did not pay attention to the Cessna after that
- He said he noticed the Cessna because it wasn't often that he saw that model (C-120)
- Later that afternoon, he was working in his office near the west end of the airport and observed the Cessna depart from runway 9
 - He did not watch which direction the Cessna headed
 - He estimated that it was about 1700
 - He said it was still daylight out; the sun had not set yet