



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: December 4, 2015

Person Contacted: Mr. Jay Minor (Owner & Pilot N132K)

NTSB Accident Number: WPR14LA271

Narrative:

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

- On his only prior flight into U60 a few years before the accident flight, he arrived from the "north" and flew a straight in approach to runway 19. He did not fly a downwind leg on that flight
- After being shown the GPS results from the accident flight, he was surprised at the descent during the downwind leg. He stated that he doesn't usually lose altitude during the downwind leg, and could not offer an explanation for that descent, particularly since he had also set the traffic pattern altitude in one of his cockpit instruments for reference purposes.
- Regarding the accident flight, he offered the following
 - He had a good night's sleep prior to the flight
 - He was in good spirits/mental state
 - He was healthy & felt fine
 - The weather was "perfect"
 - There was "no wind;" "wind was not a factor"
- Regarding the base leg and turn to final he stated that he began the slip (left wing down, right rudder) on the base leg, and then began the left turn to final by adding more left aileron/bank
- The airplane stalled very quickly after he began the turn
- Regarding the flap setting discrepancy, he could not offer any clarifications. He stated that it was not his habit to use full flaps in the pattern; he typically put them to some "second setting" (more than 10 degrees but less than full), which was indicated by a Peterson-supplied decal on the rear side window which the flap would align with when extended to that "second" intermediate position.
- When asked if he recalled why he attempted to continue with the landing despite the airplane being close-in and high, or whether he considered a go-around, he believed that the required turn and descent were within his and the airplane's capabilities

- He noted that after he had the various STC modifications made to the airplane, he regularly went out and practiced slow flight and maneuvering to become and remain well-acquainted with the airplane's capabilities, and to maintain his proficiency in the airplane
- He reported that he regularly flew into much shorter airstrips, and that this runway (more than 3,000') did not present any unusual level of difficulty or challenge; it was well within his comfort zone
 - But he did not like the fact that the runway was not visible from the downwind leg
- He reported that in retrospect, it was his opinion that for some reason(s), he "was not [as] focused on that landing" as he could/should have been
- It was his conjecture that perhaps his age (71) and the normal aging process might have had something to do with his focus/performance during that landing