



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR16FA059
Aircraft Registration & Make/Model: N9362P; Piper PA-24-260
Accident Location: Santa Rosa, California
Accident Date: January 28, 2016

Note: The following interviews were documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Art Hayssen
Accident Pilot's Biennial Flight Review (BFR) Instructor

Interview date and time: February 8, 2016; 0827 PT

According to Mr. Hayssen's records, he gave the accident pilot a BFR on May 15, 2015 in the pilot's airplane. He met the accident pilot through his work with the Santa Rosa Air Museum. The accident pilot asked Mr. Hayssen for a BFR that offered more challenges other than routine air work such as stalls, slow flight and emergency procedures, which was typical of his prior BFRs. He further added that he was challenged by short runways at uncontrolled airports. The BFR instructor took the accident pilot to Ocean Ridge, a 2,500 foot long runway with a hump in the middle that typically offers crosswinds and visual illusions. They entered the pattern from a typical 45 degree angle and landed. After they departed, the pilot demonstrated pilotage while enroute to their next airport, which was exhibited the inverse profile of Ocean Ridge as it was set in a valley. During their return flight to Santa Rosa Airport, they practiced some steep turns and slow flight. They departed once more and Mr. Hayssen asked the accident pilot to return to the airport to land after a simulated loss of engine power before their soft field landing, which was the conclusion of the BFR. He did not recall if they did any airwork using a visibility restriction device.

Mr. Hayssen stated that he completed the same instrument landing system approach as the accident pilot, two hours before the accident. During the ILS approach, Mr. Hayssen did not break out of the ceiling until 450 feet. The air was smooth and stable. The instructor stated that he could not believe the accident pilot would have attempted an approach in night instrument meteorological conditions such as those that were present on the night of the accident.

Interview #2 Summary

Art Hayssen

Accident Pilot's Biennial Flight Review (BFR) Instructor

Interview date and time: May 15, 2017; 1244 PT

Mr. Hayssen recalled that the accident airplane's autopilot system functioned normally on 2 axes.



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Interview #1 Summary

Candice Hellen Brown
Accident Pilot's Instrument Proficiency Check (IPC) Instructor

Interview date and time: February 4, 2016; 1446 PT

According to Ms. Brown, her logbook records indicate that she gave the accident pilot an IPC on November 6, 2015 for 1.3 total flight hours. During the IPC they completed three instrument approaches, but were unable to take the instrument landing system (ILS) down to minimums because the tower controller instructed them to enter the missed approach early. They subsequently completed a VOR approach and then a GPS based approach at Santa Rosa Airport. During the published hold at Freeze intersection the accident pilot used VORs to identify the intersection, but was not familiar with the OBS mode of the Garmin GPS, which is normally used to line up with the hold vector. Ms. Brown guided him through the instruments after she observed how much he struggled with them. According to her assessment, the accident pilot seemed competent staying within the practice test standards. Her only concern was that he frequently kept his airspeed up during approaches, which required steeper turns to intercept localizer and glideslope courses. Additionally, Ms. Brown asked the pilot to join the ILS from the DME arc and also gave him vectors to the localizer at a 90 degree intercept angle to test his reaction skills. Further, Ms. Brown reported that they discussed weather sources and "go, no-go" decisions before they boarded the airplane. Ms. Brown did not observe anything out of the

ordinary during their weather discussion. He reported to Ms. Brown that he used Foreflight to file his flight plans.



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Interview #1 Summary

Kevin Ward
JR Electronics

Interview date and time: May 15, 2017; 1303 PT

According to Mr. Ward, he completed multiple instrument installations for the accident pilot. The airplane was equipped with an old autopilot system. Although the pilot never reported to him that the autopilot did not work, they had discussed upgrading the unit after Mr. Ward reported to the pilot that it was unreliable. Mr. Ward stated that was his experience with this particular unit as he had not flown the accident airplane with the autopilot engaged.



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Interview #1 Summary

Larry Carillo
Friend of Accident Pilot

Interview date and time: February 3, 2016; 1045 PT

Mr. Carillo reported that he was a commissioner with the Sonoma County Airport and friend of the accident pilot and his wife.

On Wednesday morning, Mr. Carillo opened an e-mail from the accident pilot that had been sent to him Tuesday evening. The pilot advised Mr. Carillo that his wife planned to fly to Palm Springs later that day. As residents of Palm Springs, the pilot's friend invited the pilot and his wife to stay at his home. They arrived at Palm Springs International Airport (PSP), Palm Springs, California about 2015, but were waiting in the lobby when Mr. Carillo arrived to collect them. The accident pilot told his friend that he was too high during his approach into PSP and was forced to use the last half of the runway. The accident pilot's friend heard the pilot instruct an employee of a fixed based operator to top off the four fuel tanks on his airplane as they were leaving the airport. Mr. Carillo, the accident pilot and his wife then went to a restaurant where they each had one beer. The accident pilot's friend then took the couple to his home.

According to Mr. Carillo, both the accident pilot and his wife received a full night sleep Wednesday night. The accident pilot's wife was up at 0700 on Thursday morning and the accident pilot woke up at 0800 and appeared rested. Mr. Carillo loaned the couple a car for their drive to Palm Desert to retrieve some belongings from their family's estate. After they returned, the accident pilot and his wife went to lunch with Mr. Carillo and his wife. The accident pilot seemed relaxed and did not appear to be in a rush to leave. However, the trip was scheduled at the "last minute" and the accident pilot wasn't particularly happy about the excursion to Palm Springs as his daughter had recently broken her leg and was scheduled for surgery the following Monday and he preferred not to be away from work. Mr. Carillo offered his home to the couple for another night, but the accident pilot told his friend that he needed to return home for his daughter and work.

Mr. Carillo did not observe the pilot check the weather nor did the two have any discussions of the weather conditions at the pilot's destination airport apart from some forecasted rain.