



## MEMORANDUM FOR RECORD

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

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**NTSB Accident Number: WPR17FA045**  
**Aircraft Registration & Make/Model: N272EF; Cessna P210N**  
**Accident Location: Payson, Arizona**  
**Accident Date: January 2, 2017**

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

### Interview #1 Summary

**David Welsh**  
Meteorological Witness

E-mail Correspondence date and time: January 11, 2017; 0835 MT

The witness stated that he has a home in Payson, Arizona and had drove to the airport around 1100 on the day of the accident. He observed a solid low overcast layer between 300 and 500 feet and noticed that the mountains and cliffs to north, including the Mogollon Rim, were obscured and not visible.



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### Interview #1 Summary

**Aviation Safety Inspector**  
Federal Aviation Administration (FAA)

Interview date and time: January 5, 2017; 1246 MT

According to a representative of the FAA, who interviewed Mr. Ardavin, the owner reported that he returned to Scottsdale on December 29, 2016 with about 44 gallons of fuel in the airplane. He subsequently described the pilot as a “risk taker” and believes that he may not have been current on the day of the accident as his previous pattern was to complete three takeoffs and landings within 90 days to maintain his currency to carry passengers. He further stated that the left seat from row 2 had been removed from the airplane and had been stored in the hangar at the time of the accident.

Mr. Ardavin stated to the inspector that he was the only one to update the GPS and an update was due between the time he returned from his trip to Van Nuys on December 29, 2016 and the accident flight. Additionally, the Garmin 750 was equipped with a Terrain Awareness and Warning System that Mr. Ardavin had tested personally.



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### Interview #1 Summary

**Gonzalo Ardavin**  
Co-Owner, N272EF

Interview date and time: January 4, 2017; 2045 MT

Mr. Ardavin reported that he owned 50% of the airplane at the time of the accident. In 2014, he responded to an advertisement on an internet website the accident pilot had listed for a partner in the accident airplane. Mr. Ardavin contacted the accident pilot, went for a flight and eventually became friends with the pilot through their partnership in the airplane. They upgraded the airplane's avionics together to a Garmin 750 and 650 in the summertime.

The partial owner that he was involved in an accident with the airplane in July 2013 when the left main landing gear failed to lock during touchdown.

According to Mr. Ardavin, the accident pilot completed a total of 5 cross-country flights per year in the airplane, but didn't fly much the year prior to the accident. Mr. Ardavin stated that he flew the accident airplane about 80% of the time and the accident pilot flew the other 20%. The pilot did not frequently perform cross-country flights as his two main trips each year were to Telluride and Mexico. In the year that preceded the accident the pilot didn't fly the airplane much aside

from two trips he made to Denver for work. They used an electronic calendar to schedule flights, but the pilot would frequently enter dates on the calendar and not fly.

### Interview #2 Summary

**Gonzalo Ardavin**  
Co- Owner, N272EF

Interview date and time: January 5, 2017; 0830 MT

According to Mr. Ardavin's records, the airplane accumulated about 11.4 flight hours between April 2014 and November 2014 and 28.8 flight hours between December 2015 and July 2016. Mr. Ardavin reported that the accident pilot did not fly any other airplanes. A few days before the accident, the pilot asked Mr. Ardavin for his help with weather planning and sent him his Foreflight flight plan. After researching the weather forecast, Mr. Ardavin informed the pilot that Sunday and Monday did not appear to be options and further advised that the pilot drive. Mr. Ardavin, who holds a current instrument rating, added that he would not have personally flown this route because of the weather forecast. On Saturday, the pilot contacted Mr. Ardavin to inform him that he saw an "opening."

### Interview #3 Summary

**Gonzalo Ardavin**  
Co- Owner, N272EF

Interview date and time: January 5, 2017; 1246 MT

Mr. Ardavin stated that he arrived back in Scottsdale with approximately 44 gallons of fuel remaining onboard.

When discussing the accident pilot's flying habits, he stated that the pilot would put fuel in the airplane and perform 3 takeoffs and landings to maintain his currency to carry passengers. He would typically accomplish this the day of or before he was scheduled to fly passengers.

The co-owner reported that the onboard Garmin 750 was equipped with a terrain awareness warning system, which he had personally tested during a flight.



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### Interview #1 Summary

**Greg Schneider**  
Meteorological Witness

E-mail Correspondence date and time: January 6, 2017; 1316 MT

The witness issued the statement below in his e-mail correspondence to the NTSB. According to the witness, he departed Henderson Executive Airport (HND) Henderson, Nevada at 1130 and landed about 1 hour and 15 minutes later in Kingman, Arizona.

“I was flying a C-182 on January 2, 2017 from KHND to P48.

My intended route of Flight was from KHND direct to WINDS to HOBES to DRK and south to P48. The route was to be at 11,500 feet under VFR conditions, The TAF and Forecast discussion called for 12,000 foot ceiling. (AGL)

Shortly after passing WINDS the weather deteriorated sharply with ceiling bellow 12,000MSL. I cleared through LA Center Flight following at 9500 feet due to lower ceiling. At this point the GPS indicated a ground speed of 185 knots...The weather and clouds quickly dropped below minimums and I was surrounded by clouds and no horizon, In addition fine particles of ice

came into the aircraft from the outside air vents. I turned the aircraft 180 degrees and descended to 8500 feet. I notified Albuquerque Center of my intention to return to KHND. The weather was still very cloudy and I decided to land at KIGM without incident. The flight resumed the next day under VFR.

I am writing this to note a few things:

The weather was worse then it appears then was forecast. In addition it was hard to believe that IMC could develop so quickly from what appeared to be stable air.

The Winds were very fast with at least a 45KNOT tail wind from the West. Having the plane fly that fast under VFR conditions that changed so quickly definitely was a challenge.

Numerous Aircraft were noted to have reported Rime Ice when I listened to both LA and Albuquerque Centers.

I learned quite a lesson that day, and hopes this help you figure out what happened on N272EF, my position was approximately 100 miles to the NW but I believe what I experienced may have been relevant.”



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### Interview #1 Summary

**Michael Maledon**  
Business Partner to Accident Pilot

Interview date and time: January 4, 2017; 0805 MT

According to Mr. Maledon, he flew with the accident pilot a total of three times. During flights he observed the pilot using an iPad during the flight that displayed a moving map.



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

### Interview #1 Summary

#### **Federal Aviation Administration (FAA)** **Air Traffic Control**

E-mail Correspondence date and time: February 4, 2017; 1210 PT

A representative of the FAA's quality control division for Albuquerque Air Route Traffic Control Center (ZAB) reported that they created a SatoriE radar replay covering the time period 1600Z through 1645Z on January 2, 2017 to locate the accident airplane's radar track. They identified a radar track from an airplane with a VFR radar track that corresponded to the time and route of the accident airplane that was not verified as the accident airplane never received VFR flight following.

According to their research, the last radar hit on the VFR track was at 1637:39 at 6,700 ft at PAN 018 radial 10.63 miles. The previous hit was at 6,300 ft.

ZAB received four emergency locator transmitter (ELT) reports from other aircraft:

“1638:52 EJA505 (C680) PAN 282 radial 20.31 miles; reported picking up a strong ELT.  
1640:52 N441CC (C441) PAN 011 radial 7.55 miles; reported a loud and clear ELT.



1641:51 N15CV (C560) PAN 328 radial 31.16 miles; reported negative ELT.  
1642:03 N441CC (C441) PAN 019 radial 12.38 miles; reported that the ELT was getting weaker.”

Interview #2 Summary

**Federal Aviation Administration (FAA)**  
Air Traffic Control

E-mail Correspondence date and time: February 9, 2017; 1320 PT

A representative of the FAA quality control group confirmed that the four ELT hits were received on January 2, 2017 and immediately forwarded to the Air Force Rescue Coordination Center.