



## 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: WPR17FA066**  
**Aircraft Registration & Make/Model: N1246G; Cessna T310Q**  
**Accident Location: Riverside, California**  
**Accident Date: February 27, 2017**

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

### Interview #1 Summary

**Brooke Pierce**  
Daughter of Passenger

Interview date and time: March 17, 2017; 1500 PT

Ms. Pierce reported that she had traveled to and from her cheerleading competition in Southern California via bus. She did not recall what happened Friday night after they arrived as everyone went to their hotels. On Saturday, Ms. Pierce went to her cheerleading practice and then to Disneyland with her peers and coaches. The families did not attend. She attended her competition on Sunday with her mother and grandmother who had flown down in the accident airplane. They went back to the hotel after the competition and then the family members and the cheerleading team went to Disneyland for the remainder of the day. Her grandfather did not attend the competition or go with them to Disneyland.



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### Interview #1 Summary

**Carlos Quiroz**  
Fuel Attendant

Interview date and time: August 1, 2018; 0958 PT

Mr. Quiroz stated that he topped off each the airplane's 4 fuel tanks at the pilot's request in the days leading up to the accident. When Mr. Quiroz inquired about the pilot's request, the pilot reported to him that he didn't want to make any intermediate stops during their return trip home.



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### Interview #1 Summary

**Edward Kollin**  
Technical Director, Aircraft Specialties Lubricants

Electronic mail correspondence date and time: July 19, 2018; 1611 PT

According to Mr. Kollin, 100 low lead aviation grade gasoline (AVGAS) contains a compound known as Tetra Ethyl Lead (TEL), which acts as an octane booster for fuel. TEL decomposes to form Lead Oxide when the fuel is burned. To prevent electrically conductive Lead Oxide deposits from forming on the spark plugs, a Lead scavenging agent, Ethylene Dibromide is added to AVGAS and reacts with the Lead Oxide to form Lead Bromide. Lead Bromide remains in the gas phase, unlike Lead Oxide, and exits the cylinder with the exhaust gas. Lead Bromide enters the oil with the blow-by gas and makes up the sludge commonly found in aircraft engines.



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### Interview #1 Summary

**Larry Fistolera**  
Pilot's Mechanic

Interview date and time: May 1, 2017; 1303 PT

Mr. Fistolera stated that he had known the pilot for about 10 years and that the pilot's physical strength had decreased over the years. In December 2016, he found the accident pilot laying in a prone position spread out from the right side of the airplane to the left with his head and shoulders underneath the pilot's side instrument panel. The pilot had been in the same position for an hour and a half at the time and required assistance from airport operations to help get him out of the airplane.



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### Interview #1 Summary

**Richard Pierce**  
Husband of Passenger

Interview date and time: March 15, 2017; 1101 PT

Mr. Pierce reported that his wife was a passenger onboard the accident airplane that was piloted by his father-in-law. His wife and he were connected with the surviving passenger as both their daughters were participating in a competition in Southern California. According to Mr. Pierce, the flight group departed San Jose about 1300 on Friday and went to Disneyland on Saturday and Sunday. He surmised that the pilot may have went to Disneyland for only a few hours as he wanted to prepare the airplane for the return flight. He heard that the pilot drove back to the airport a day or two before the accident flight to prepare the airplane for the return trip. During this time he refueled the airplane.

In an interview with a news agency, Mr. Pierce stated that he told them he wanted her to take a commercial flight home because he was concerned about the weather.



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### Interview #1 Summary

#### **Silvia Farelas**

Row 3 Surviving Passenger of Accident Airplane

Interview date and time: July 7, 2017

The excerpts below were summarized from an in-person interview with the interviewee that was also attended by Ms. Farelas' ex-husband and her legal representative, via telephone.

According to the surviving passenger, she was invited by an acquaintance to fly in the airplane to southern California as both their daughters were scheduled to participate in a competition. On February 24, 2017, the group completed an uneventful flight from SJC to RAL.

The group returned to RAL about 1200 on the day of the accident and loaded the airplane with their bags. According to the surviving passenger, they boarded the airplane, and the pilot started the right engine but was unable to start the left engine. They deplaned and went into the airport terminal. After waiting for some time, they again tried to depart but had to return to the terminal. The passenger was not sure if the problem was "not being able to start the engine or the weather is bad." The surviving passenger inquired about the problem with the pilot's wife, who was also a passenger on the airplane; the wife became anxious and started to put pressure on the pilot to

depart. After the surviving passenger offered to rent a car, the pilot's wife insisted that they would return to SJC in the airplane.

The surviving passenger recalled that the airplane shook during climb out, but she could hear the engines running continuously. The airplane entered a cloud and then began to vibrate violently as it started to descend. The vibration was accompanied by a horn sound, which the surviving passenger later identified as the airplane's stall warning horn after hearing an exemplary one. The surviving passenger reported that although she was not focused on the engines for the remainder of the flight, she did not recall any interruptions in power. Further, she observed the pilot manipulating the controls during the descent to impact.

### Interview #2 Summary

#### **Silvia Farelas**

Row 3 Surviving Passenger of Accident Airplane

Electronic Mail date and time: August 7, 2017; 1357 PT

Below are Ms. Farelas' responses to several question posed by the NTSB IIC that were provided through her legal representative.

NTSB Question 1: Did the pilot provide any form of a safety briefing to explain where the exits were and to remind the passengers to secure their seatbelts before you departed on the accident flight?

Ms. Farelas: NO HE DID NOT

NTSB Question 2: Was your safety belt buckled during the accident flight?

Ms. Farelas: YES

NTSB Question 3: Was your daughter's safety belt buckled during the accident flight?

Ms. Farelas: YES

NTSB Question 4: Did you observe if Mrs. Pierce's and Mr. and Mrs. Hijazi's safety belts were fastened during the accident flight?

Ms. Farelas: NO I DID NOT

NTSB Question 5: During our conversation you indicated that Adine may have posted a video on Facebook of the initial engine start at San Jose Airport. Do you have access to that video?

Ms. Farelas: I DO NOT, BUT I AM PRETTY SURE I CAN GET IT

NTSB Question 6: During the accident flight, after you felt yourself “go back” slightly, did you feel yourself go forward or go back further during the descent to the ground?

Ms. Farelas: FORWARD

NTSB Question 7: Did anyone discuss activating the heat at any point during the accident flight?

Ms. Farelas: NO

#### Interview #3 Summary

##### **Silvia Farelas**

Row 3 Surviving Passenger of Accident Airplane

Interview date and time: August 27, 2018; 1350 PT

Ms. Farelas stated that she felt herself go back slightly when the airplane began a turn when they went through a cloud. While in the cloud she heard an alarm sound or horn. Right after the airplane initiated the turn the descent to impact began. During the descent, the pilot appeared like he was trying to maintain control of the airplane and his hand was observed working the instrument panel.

#### Interview #4 Summary

##### **Silvia Farelas**

Row 3 Surviving Passenger of Accident Airplane

Interview date and time: August 30, 2018; 1125 PT

During a follow-up interview, the surviving passenger reported that she heard a horn when the airplane was turning in the cloud before it descended and impacted the ground. A stall warning horn similar to the accident airplane make and model, a constant 1,000 hz, was played for the surviving passenger who identified it as the alarm she heard during the turn. She further added that she heard the horn during the subsequent descent, but that it was muffled by the sound of the other occupants.

#### Interview #5 Summary

##### **Louis Cutrone**

Legal Representative to Sylvia Farelas, Row 3 Surviving Passenger of Accident Airplane



Interview date and time: October 15, 2018; 1605 PT

According to Mr. Cutrone, Ms. Farelas reported to him that they boarded the accident airplane a total of three times on the day of the accident before taking off. During this time, they boarded and deplaned twice prior to their departure.

Interview #6 Summary

**Silvia Farelas**

Row 3 Surviving Passenger of Accident Airplane

Electronic Mail Correspondence date and time: November 12, 2018; 1115 PT

In her review of this record of conversation, Ms. Farelas noted that “NTSB Question 5” in Interview #2 refers to a video on Facebook of the initial engine start at San Jose Airport for their inbound flight to Riverside, California. Ms. Farelas reported that the video/audio were captured in the air during the flight.

Additionally, in reference to “NTSB Question 7” within the same interview, Ms. Farelas added that the cabin felt “hot inside,” but that the other occupants did not comment on the cabin climate.

Interview #7 Summary

**Silvia Farelas**

Row 3 Surviving Passenger of Accident Airplane

Electronic Mail Correspondence date and time: November 13, 2018; 1030 PT

Ms. Farelas stated that she agreed with the content of this record of conversation.