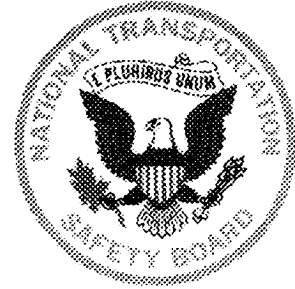


# Memorandum of Conversation



**Date:** February 8, 2002

**Time:** 1215 CST

**Conversation with:** Pat Hall

**Duration of Call:** 15 minutes

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## Summary and Factual Information from Conversation:

Spoke with Mr Hall about an airplane accident involving N9927S on February 19, 2001. He told me that he was a friend and co-worker of the pilot, Mr Jim Chace. When asked if he knew of any maintenance information about the airplane, in particular the heater, he said that he had no specific information but that he had flown in the airplane a few weeks prior to the accident and that the pilot was not "happy" concerning the performance of the heater. He said that when he flew with the pilot, there was a noticeable leak around the main cabin door. He also said that the cabin was cold. He could not say whether the cabin was cold due to the air leak around the door, or if it was because the heater was not working or not working properly. He did say that the pilot mentioned that he was planning to have the heater looked at but he did not know if that had been done. He also said that when he flew in the airplane, there were no "fumes odors or headaches" that he could detect. He said that the pilot made no mention of any heater malfunction concerning fumes or odors or headaches and that the pilot's only complaint concerned the heat output of the heater.

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I can attest that the above summary and factual information was taken on the above stated day and is correct to the best of my knowledge.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

John M. Brannen II  
National Transportation Safety Board  
Air Safety Investigator