

NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI02FA074

INTERVIEW DATE: 2/4/02

TIME OF INTERVIEW: 0800

PERSON INTERVIEWED: Greg Hughes

RELATIONSHIP TO ACCIDENT: Owner of Hughes Aviation

SUBJECT: Events concerning the accident of N441AR

Did phase inspection #2. Sometimes 2,3 and D at West Star.

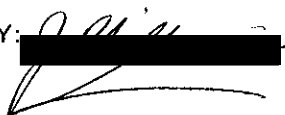
1.5 years ago. Deice boots damaged. Replaced boots.

Don't know much about avionics. Knew autopilot had always been a problem for him.

The pilot was talking to the avionics shop about 2 weeks ago. Said he was having problems with autopilot.

Didn't pay much attention to his avionics panel.

INTERVIEWED BY:

A handwritten signature in black ink is written over a solid black rectangular redaction box. The signature appears to be "J. A. [unclear]".

NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI02FA074

INTERVIEW DATE: 2/4/02

TIME OF INTERVIEW: 1550

PERSON INTERVIEWED: James Melton

RELATIONSHIP TO ACCIDENT: Previous owner of Mid-America Avionics

SUBJECT: Events concerning the accident of N441AR

Dr. Arnold was going to kill himself in an airplane. Dangerous character when it came to flying an airplane. Anyone can tell you that.

Garmin 430 and transponder.

Fred Anderson. Was flying and tinkering with it after he lost his license.

-10 engines. Work done it by people never been to -10 school.

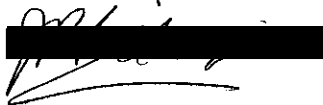
Razorbladed boots. Someone had slashed the boots. Cut it with a razorblade.

No one in aviation would be surprised.

Mike Scroggins flew for him for a while. Was going to try sell aircraft for him.

All we did was install new Garmin. March or April of 1999. Maybe an audio panel. Never saw aircraft after that.

INTERVIEWED BY:



NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CH102FA074

INTERVIEW DATE: 2/4/02

TIME OF INTERVIEW: 1645

PERSON INTERVIEWED: Brady Terry

RELATIONSHIP TO ACCIDENT: *Wings Avionics*

SUBJECT: Events concerning the accident of N441AR

Back in July 01, did do some work on autopilot.

Computer and controller removed. Shipped off and checked. Put back in aircraft. Roll servo shipped off and repaired and put back in aircraft.

No further complaints of autopilot after July 01.

Within a week of the accident he called and said he had problems with gyro. ADI. Attitude indicator. Recommended to have ADI brought into shop. If ADI gyro goes out, the autopilot will not work.

Electric and air driven. 360. Electric and air.

Autopilot failed or ADI quite. Gyro flag on ADI. Autopilot knows it has no source of information and drops off.

What did he complain of first?

Autopilot has failsafe on it. Even aural alert. If ADI drops off, pilot realizes lost autopilot and ADI.

"1000" Autopilot system. Bench tested okay. Roll servo bench tested. Removed and repaired.

No gyro vectors. Gyro and HSI available on copilot's side.

ADI. Electric. AC electric. HSI. Vacuum and electric.

Copilot's ADI: Vacuum. Directional Gyro: Vacuum.

G-895B ADI. I think it would be mechanical part of ADI. Unit-gyro-in the nose would give pitch and roll info.

Gyro is self contained. Sperry built it for ARC. Ran off 26 volt ac.

Told pilot need to get it fixed.

Only time we worked on him. One time.

ARC 895-B. VG-14 manufacturer.

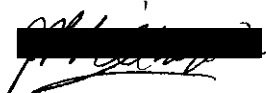
Pilot. Really didn't know him. Owner knew him better than I did.

Only time I talked to him he talked about gyro. Explained that if gyro fails then autopilot disconnects.

Fractional ownership. Needed to get gyro fixed.

3 logbook entries.

INTERVIEWED BY:

A black rectangular redaction box covers the signature of the interviewer. Below the box, there is a handwritten signature in cursive script.

NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CH102FA074

INTERVIEW DATE: 2/5/02

TIME OF INTERVIEW: 0900

PERSON INTERVIEWED: Mike Scroggins

RELATIONSHIP TO ACCIDENT: Pilot

SUBJECT: Events concerning the accident of N441AR

Flew with Simmons and Dr. Arnold.

I took 3 months vacation. Flew plane last in August 2001. Flew basically his wife in summer.

Bought it 3 years ago. Flew Dr. Blankenship. Flew wife. She would fly around to other clinics. Dr. offices. Billing business.

Loaned plane out to Razorback basketball team. Team would pay me to fly them.

Flew with Dr. Arnold maybe 10 times. Didn't fly with him too much.

I was initial pilot when he bought the plane. Hire pilot for flying non-pilot Dr.

Did it one year. By the day. Full time job flying with another company. Flew with Dr. Arnold when I wasn't busy. After one year he was going to hire someone more available. Hired another guy. Fred Anderson. He flew the airplane for about 1.5 years.

Then after 1.5 years. Wouldn't fly plane if I didn't get logbooks to verify maintenance. Didn't call me back. After 6 months. Examined logbooks. Logbooks looked good.

Flew 8-10 trips with his wife, Sara.

August 4th last time I flew airplane.

Trying to help him sell airplane. Lots of calls but no takers. 9/11 tough time to sell aircraft.

3 partners. Partnership in Arkansas.

1st week in January. Saw Dr. Arnold and Sara in restaurant. \$1000 check to help him sell it. Thought they had a deal to sell it. 3 others would have 1/4 share.

Dr. was licensed to fly it. Went to Flight Safety. Not a professional pilot. You're a professional pilot or you're not.

Proficient to fly in weather? I don't know. He didn't fly every week.

At the time. Looking at the logbooks. Just came out of D check at West Star. 8 months or year after that. I called the FAA in Little Rock about aircraft. Looked at the books. Went over everything. Inspection status. Nothing obvious needed to be done. But I wasn't managing the airplane. Looked over everything I could see. I would call Greg Hughes to look at things to try keep Dr. Arnold out of trouble. If it needed attention for safety or regulatory wise, he'd take care of it. Dr. Arnold would take care of it.

Attitude indicator. Never had any problems with it. Rock solid. Perfect. Kick on inverter and she'd work good.

"1000" autopilot. Autopilot worked good but needed attention. Autopilot worked as good as "1000" series autopilot worked. *Worked as good as any other 1000 series autopilot.*

Pet peeve was autopilot.

Attitude gyro. 5 months before accident it worked good.

I'm not going to fly plane without attitude gyro working perfectly 100% right.

Everything worked on the airplane. Wx radar worked on and got it fixed.

In turbulence, I'd turn off autopilot. I never used it in turbulence. Roll servo would get ruined. I turn it off. I can make adjustments faster than autopilot.

22 yr aircraft. Had original autopilot. Smoother than autopilot. Autopilot won't keep up in moderate turbulence.

Sometimes they would shut off in turbulence. Never had any problem with that.

Last time I flew it everything was working right.

Dr. Arnold was very proficient using autopilot. I don't know if he was proficient. Dr. Arnold was proficient using the electronics in his airplane. Very proficient at using electronics. Knew how to use it. 60 year old man getting in trouble.

Last 3 years, logbooks should be complete. Never saw the logs from the previous owner.

Attitude gyro and HSI. Both original equipment. Cross hairs flight director and 4 inch attitude gyro. Original equipment.

He used to carry pilots logs in drawer behind pilot's seat. Personal logbook. That's where he used to keep it. That usually was the place.

Garmin radios weren't original equipment.

He wasn't one to say something that wasn't true.

Autopilot not working and requesting radar vectors?

He'd probably have a hard time flying aircraft without autopilot in that weather.

Sara fly the airplane? She'd sit in back and sleep. When I saw them at restaurant and said Sara was learning to fly. They had C-182.

She acted enthusiastic about it. 1st I'd heard about it. Never acted like she wanted to fly when I was in aircraft.

The airplane was a lot to handle for the Dr. because he wasn't a professional pilot.

Garretts. Plenty of power to climb out. One of safer airplanes. Conquest II -10's Felt very good. Climbed. No problem to fly higher than 28,000 feet. At 30,000 the cabin pressure would be around 9,000 feet altitude. Fastest around FL280 to FL290. Quick donning masks. No hesitation to put masks on.

Fixed oxygen system. Remember him. Told him he had oxygen leak. He got it fixed.

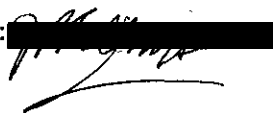
Greg put on 2 wing boots. Razor blade. Insurance paid to have boots put on. Boots worked good. Worked perfect. Boots tight.

Accelerated stall. Stalled aircraft. Got away from him. Inability to maintain airspeed. Going up and down. Not controlling aircraft. Lost directional control. Slow reacting. Overreacting. Little bank with ice. Probably stalled around 95 knots. Couldn't maintain altitude and attitude.

Skills. If he lost attitude indicator and autopilot. He would be in trouble in those conditions.

When he came out of Flight Safety he could handle partial panel. Don't know if he was flying that much. Didn't fly that much in 6 months. Trying to sell airplane.

INTERVIEWED BY:

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NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI02FA074

INTERVIEW DATE: 2/5/02

TIME OF INTERVIEW: 1200

PERSON INTERVIEWED: Ken Schossow

RELATIONSHIP TO ACCIDENT: Wings Avionics

SUBJECT: Events concerning the accident of N441AR

Known Jim Arnold as client over the years. He was real prominent orthopedic surgeon.

Worked on C-182.

Partnership. Fractional ownership. Owned aircraft that would work. 1.5 months. Talked twice. Twice after the year. Proposal for fractional ownership but hadn't materialized yet. Going through the process. Numbers and research. Had to be 100% right and professional. Takes time to get all the information.

Before selling fractional to clients have to have all correct information, management, operational. Everything we had to know about fractional ownership.

Last meeting prior to Christmas. Week prior to Christmas. Had meeting at office boardroom. Talking about how it worked.

He said he was having problem with aircraft now. Talking about gyro. I said you have to talk to Brady. Talk to Brady and get it over to the shop. He said he'd do it.

Called back Monday before the day of the crash and talked to Brady. 2 days before the accident. Didn't schedule the aircraft in about the problem.

Not specific about it? No. It was toward the end of the meeting. Kind of like an after thought. I have a problem and get the aircraft in.

He mentioned the gyro the best that I can recollect. Intermittent problem.

Everything was in order from the summer until end of meeting in December.

Who knows what the situation was with the airplane.

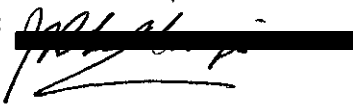
At meeting, he said still like to fly the airplane. It would have to be a deal that he'd sell aircraft to a corporation. Doable or not for him to fly with fractional ownership.

Sending pilot to Flight Safety. 100% correct and safe. Skilled. Recurrent training. It had to be professional, safe operation.

"I never fly in bad weather as a pilot." Then he goes and does this. Terrible storm and looking right at it. Line of weather and he launches out of here. He's climbing right into it.

Springdale Tower. 25 minutes runup. Making up his mind to go or not?

Sense. Wondered whether he should go or not.

INTERVIEWED BY: 

NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI02FA074

INTERVIEW DATE: 2/602

TIME OF INTERVIEW: 1310

PERSON INTERVIEWED: Stan Sence

RELATIONSHIP TO ACCIDENT: Surgical nurse.

SUBJECT: Events concerning the accident of N441AR

Operation room nurse.

National Weather Service. Bad in Fayetteville. Don't drive north. Predicting inches of ice.

Told him weather was bad up north. He said no problem. Plan on getting higher.

Hour later. Saw a weather forecast. Tops at 22,000 feet. We're going at 29,000 feet.

Last Wednesday the ceilings were low. 3000 feet. 8000 to 12000 freezing level. Be through icing in 2.5 minutes.

Last surgery. Told him to be safe.

21 years. You don't tell him he can't do something. Give him the suggestion.

I'm an IFR pilot. Flown with him many times. I'm not qualified in the left seat.

I was supposed to be in right seat. Had to stay home.

What I read, he must have lost electrical failure. Lose his gyro and autopilot.

Had minor problems with equipment. GPS once or twice. Autopilot, don't know if he had any problems with it.

IFR situations with the Dr.? I want to say a good number of times. Probably 20% of time IFR somewhere.

Good feel for instruments? Yeh, he knew where to go first. Went to Flight Safety and Recurrent Training.

He knew the systems. I know how to fly so I could take care of it.

Disconnect autopilot? Causes? Don't recall disconnect.

No problems with autopilot in C-182. Never had problem with autopilot itself. Once lost suction pump. Aircraft drifting right.

CB tripped? CB near left knee. Requested no-gyro to VMC? Major failure?

Flew autopilot all the time. As soon as aircraft off ground the autopilot was on. Gear up, flaps up, autopilot on. Coupled GPS and autopilot for approach.

Never saw him hand fly the aircraft when IFR. At altitude he was on autopilot.

Partial panel? Safety pilot in C-182. Covered up 2-3 instruments. Never in a real situation.

Wife? She was ready to go solo. She had 35 hours total time. 9 hours of PIC in C-182.

She hadn't flown C-441 from left seat. Maybe she flew it from right.

2 years ago to Tampa. Took another pilot with us. Safety pilot.

Wouldn't let her fly in IMC. Don't think so.

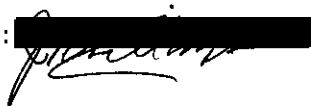
No safety pilot last flight.

Attitude gyro. He hadn't specifically any problems.

Assumption. I thought he was close to 5000 hours.

He flew this aircraft once a week. Dr. wanted to get a jet. In the last 6 months he flew airplane at least twice a month.

INTERVIEWED BY:



NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI02FA074

INTERVIEW DATE: 2/12/02

TIME OF INTERVIEW: 1020

PERSON INTERVIEWED: Greg Hughes

RELATIONSHIP TO ACCIDENT: Hughes Aviation.

SUBJECT: Events concerning the accident of N441AR

Did he mention anything wrong with avionics. Not that I can recall.

Normally, call Brady. He knows the best people in the business.

Dr. didn't mention any autopilot problems or attitude gyro problems to me.

Called Brady about the problems.

Dr. picked up aircraft around the 16th. Don't know if he flew the aircraft between the 16th and 30th. Bentonville to Springdale. 10 miles.

He talked to Brady about it because avionics is not something we do.

Airplane was well maintained over the years. West Star. Heavy D checks.

Me. I did #2 and 3 phase checklist inspections. Aircraft was in good shape.

Did he bring logbooks in? Usually phase inspection I'd get logs. Smaller work gave him stickers.

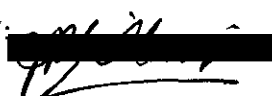
Used to be at different hangar.

Dr. managed the airplane. Tried to get professional pilot to fly it and manage it. Lots of stuff to keep on top of. A lot of companies have full time pilot to manage airplane and logbooks.

Tried to get numbers and update. Would call him to let him know of inspection coming up.

Battery sticker. I'd swing by and take a look to see that it got in the logbook. It was.

INTERVIEWED BY:

A redacted signature, likely of the interviewer, is shown below the 'INTERVIEWED BY:' label. The signature is obscured by a black rectangular box.

NATIONAL TRANSPORTATION SAFETY BOARD
IIC RECORD OF INTERVIEW

ACCIDENT NUMBER: CHI02FA074

INTERVIEW DATE: 2/27/02

TIME OF INTERVIEW: 1030

PERSON INTERVIEWED: Dave Casperson

RELATIONSHIP TO ACCIDENT: Flight Safety.

SUBJECT: Events concerning the accident of N441AR

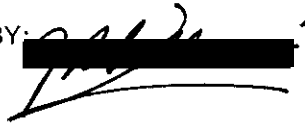
Dr. Arnold was scheduled to attend Conquest II Refresher Training on August 16, 2001.

He cancelled the training on July 24, 2001.

Computer records showed.

Note: Cancelled per Jim and will reschedule.

INTERVIEWED BY:

A handwritten signature in black ink is written over a black rectangular redaction box. The signature appears to be "J. [unclear]".

Joe P. Elliott

Winfield, KS

LIVES JUST ACROSS THE ROAD EAST OF ACCIDENT SITE, 400 YARDS. MR ELLIOTT WAS INSIDE HIS HOUSE WHEN HE FIRST HEARD THE NOISE OF THE AIRCRAFT AS IT PASSED OVER HIS HOUSE. IT SOUNDED LIKE IT CIRCLED OVER 3 TIMES. HE STEPPED OUTSIDE BUT COULD NOT SEE THE AIRCRAFT FOR THE LOW CLOUDS. THE AIRCRAFT CAME OUT OF THE CLOUDS WITH NOSE DOWN AT A STEEP ANGLE AND KIND OF GOING SIDeways. HE HEARD THE ENGINE SURGE SEVERAL TIME. HE DID NOT SEE ANY SMOKE OR FIRE COMING FROM THE AIRCRAFT AND IT APPEARED TO BE IN ONE PIECE. BEFORE STRIKING THE GROUND AND BURSTING INTO FLAMES. HE WENT TO THE ACCIDENT SITE THE AIRCRAFT WAS DESTROYED AND ON FIRE.

STATEMENT TAKEN by RON CENTER by PHONE

STATEMENT TAKEN BY NON CENTER BY PHONE

Michael Rodney Collier INSTRUMENT PILOT

Winfield, KS

MR Collier WAS HUNTING ON LEASE PROPERTY
1 MILE SOUTH OF THE ACCIDENT SITE.

IT WAS RAINING AND ESTIMATED 500' CEILING.

MR Collier COULD HEAR THE AIRCRAFT BEFORE
HE COULD SEE IT. IT SOUNDED LIKE IT WAS
IN A SPIN AND SPUN 5 OR 6 TIMES BEFORE
IT CAME OUT OF THE CLOUDS. AIRCRAFT

CAME ~~OUT~~ OUT OF THE CLOUDS HEADING NORTH

WEST. THE RIGHT WING WAS UP AND ROLLING

TO THE LEFT. THE NOSE WAS PITCHED DOWN

APPROXIMATELY 60°. IT WAS ~~AT~~ SLOWLY ROLLING

OVER. MR Collier LOST SIGHT OF THE AIRCRAFT

BELOW THE TREES. HE THEN SAW THE FLASH

OF FIRE AND THEN HEARD THE EXPLOSION.

AIRCRAFT APPEARED TO BE INTACT AND NO

SMOKE OF FIRE WAS VISIBLE BEFORE IMPACT.

MR Collier WENT TO THE ACCIDENT SITE.

AIRCRAFT WAS BURNING AND COMPLETELY DESTROYED.

THE WAS BENT OVER THE FUSELAGE IT THE FLAMES.

MR Collier COULD SEE RUDDER AND RIGHT ELEVATOR
IN THE FIRE.

ROBERT DAN JUDEN

Winfield, KS 67156

LIVES 400 YARDS SOUTH OF THE ACCIDENT SITE, JUST ACROSS FROM DICK BONFY. WAS INSIDE HIS HOME WHEN HE FIRST HEARD THE AIRCRAFT PASS OVER HIS HOUSE. HE WENT OUTSIDE AND THE AIRCRAFT SOUNDED LIKE IT WAS COMING FROM THE SOUTH. IT WAS RAINING AND CLOUDS WERE LOW. THE AIRCRAFT ENGINES SOUNDED LIKE THEY REVVED UP 5 OR SIX TIMES BEFORE IT STRUCK THE GROUND. WHEN HE FIRST SAW THE AIRCRAFT COMING OUT OF THE CLOUDS THE RIGHT WING WAS STICKING UP WITH NOSE POINTED DOWN. THE AIRCRAFT ROLLED SEVERAL TIMES AND THEN THE NOSE PITCHED STRAIGHT DOWN JUST BEFORE STRICKING THE GROUND. THE AIRCRAFT BURST INTO FLAMES ON IMPACT. AIRCRAFT APPEARED TO BE INTACT AND NO SMOKE OR FIRE COULD BE SEEN, UNTIL THE AIRCRAFT STRUCK THE GROUND.

STATEMENT TAKEN BY RON CENTER BY PHONE

CAROL BRUNNEMER MEHLINGER
TRAVIS MEHLINGER

I HAVE NOT TAKEN HER OR HER SONS
STATEMENT YET.

Date: 02/02/2002 3:37 PM

Sir,

I was Captain of a Northwest Airlines DC-9 operating flight 406 between DFW and MSP. Somewhere south of Tulsa we heard an aircraft on our Kansas City Center frequency. We at the time were at FL330 and barely on top. The pilot of this apparently privately owned aircraft with a call sign of 441 something was having difficulty with what seemed to be an autopilot, at least that was part of the content of his initial transmissions. He then asked for clearance to FL290, while center tried to determine the nature of his problem and if he needed assistance, center then told him to maintain his heading. There appears to have been an open mike in his cockpit for there were several transmissions that were quite obviously not intended for the center controller. Among them was a rather frantic observation that "you're climbing, you're climbing!" This was the male voice which was probably being directed at his female companion. After a short pause the female voice came on and said "I don't want to die!" After this the male voice may have requested a descent but I'm not entirely sure. We then relayed a center instruction to remain on his present heading for which we received no response. The last transmission directed at center was the observation that "I'm in a spin." After that we did not hear any other voice transmissions. We were, however, monitoring 121.5 and with the squelch off and about 5 minutes after his last transmission we heard a faint ELT signal. Shortly after this we were handed off to next sector.

Captain Tom Helwick

Livingston, MT 59047