



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: June 13, 2013

Person Contacted: Inspector Eric Hasslacher (FAA SDL FSDO)

NTSB Accident Number: WPR13FA244

Narrative:

Inspector Hasslacher had a telephone discussion with Mr. Dennis Williams (CFI) on this date, and provided the following information in his email to me

"Attached is narrative summary of my detailed conversation with Dennis Williams on 6-13-2013..

In addition, while trying to reconcile Mr. Williams logbook endorsements in the recovered pilot logbook, I discovered that there appears to be a flight review endorsement on 2/18/2013 in the C 182T (the day prior to Mr. Williams stated review). This endorsement is from a Grant Kenneth Robarts, a CFI from Elk Grove California."

The paragraphs below are the verbatim extracted text of attached narrative summary:

Mr. Williams performed 1 hour of ground and 1.7 hours of flight instruction on 2/19/2013 for the purpose of a flight review in the A36 Bonanza, N999PK. Mr. Williams stated there was nothing remarkable about the flight review and that Mr. Mezger met the minimum standards required by a flight review. Mr. Williams stated that he believed Mr. Mezger had approximately 500 hours total time and endorsed Mr. Mezger's logbook on that date. Mr. Mezger was working on an instrument rating but Mr. Williams had spent very little time on this with Mr. Mezger.

Mr. Williams flew with Mr. Mezger on several cross country flights totaling 32.4 hours between 11/17/2011 and 5/6/2012. The initial purposes of these flights were to meet the insurance requirements for carrying passengers, which included 10 hours of dual instruction. Mr. Williams stated that someone referred Mr. Mezger to him, as he has an industry reputation as a subject matter expert on Beechcraft products.

The first flight with Mr. Mezger was from Ft Collins thru Elko Nevada and on to KMCC, McClellan Airfield Sacramento, California. This flight was to pick up N999PK after being

purchased at Beechcraft in Wichita KS. Mr. Williams stated that he would not normally pick this specific route going west and that this required him and Mr. Mezger to encounter and deal with high density altitude performance issues in the Bonanza.

The balance of the cross country flight hours was described by Mr. Williams as Mr. Mezger wanting a Safety/Mentor pilot with him certain trips. Mr. Williams stated that Mr. Mezger would text him or talk on the phone with him about certain routes of flight Mr. Mezger was considering taking and often these were requests for Mr. Williams's opinion about the weather conditions for a particular route. Mr. Mezger did not contact Mr. Williams regarding the accident flight.



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: June 17, 2013

Person Contacted: Inspector Eric Hasslacher (FAA SDL FSDO)

NTSB Accident Number: WPR13FA244

Narrative:

Inspector Hasslacher had a telephone discussion with Mr. Dennis Williams (CFI) on June 13, and on that date provided the information from that discussion to the NTSB. The NTSB then asked Inspector Hasslacher some follow up questions, and he provided the following information in the below email response on this date:

I did ask about high altitude performance training, and the only answer I could get on the specifics of Density altitude was the flight from Ft Collins thru Elko Nevada.

Mr. Williams would only go as far to say they dealt with the issues on that trip and covered the high density altitude performance and procedures of the Bonanza.

On the subject of annual flight review , Mr. Williams would only say that Mr. Mezger met the minimum requirements and that they covered the requirements in 1 hour of ground and 1.7 hours of flight.

I asked about emergency procedures and Review of density altitude and he said He does not specifically remember but he usually covers emergency and abnormal procedures during the ground portion of a review. I apologize if this was not clear in my notes to you and I hope this clarifies for your record.

It seemed that Mr. Williams felt reluctant to really open up because he is talking to the FAA.