



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: May 29, 2013
Person Contacted: Mr. Orville Wiseman (FBO Owner)
NTSB Accident Number: WPR13FA244

Narrative:

The following is a synopsis of the information provided by Mr. Wiseman in a telephone conversation on this date:

- Mr. Wiseman owned the FBO, Wiseman Aviation, at KFLG
- The pilot and his wife had left the airplane with Wiseman Aviation upon their arrival in KFLG on Saturday May 25
 - The owner did not have any interaction with them on that day
- On the day of the accident (May 28), the couple arrived at the FBO about 1030 or 1100
 - Initially they were seeking information about where to park the rental car that they were returning
- The couple also stated that they "needed help with their luggage" [to move it from the car to the airplane]
- The owner's son (Grant Wiseman) helped the couple with some luggage and also drove the wife to the airplane in the FBO golf cart
- The couple had two four-wheeled suitcases ("Samsonite") which the pilot wheeled out to the airplane
- The pilot asked the FBO owner whether he was a pilot. The owner replied that he was, and then the pilot asked if he would mind if the pilot asked the owner a few questions, to which the owner responded in the affirmative
- The pilot asked about a recommended route of flight to Bryce [Canyon National Park] and Zion [National Park] in Utah, northwest of FLG]
- The owner suggested that the pilot avoid directly overflying the Grand Canyon due to winds and also airspace constraints
- The owner suggested that the pilot depart FLG and head for Tuba City and then Page [to the north-northeast of FLG], and then on to Bryce/Zion.
- He showed the pilot the routing and Bryce on a chart

- The pilot was unfamiliar with the fact that the Grand Canyon had designated airspace constraints, and that there was a special VFR chart that depicted the Grand Canyon airspace.
- The pilot was also unfamiliar with airspace/altitude/usage procedures and constraints of Military Operations Areas (MOAs).
- The FBO owner was "kind of taken aback" at the pilot's lack of knowledge/preparation regarding these topics, considering the pilot's age, and the sophistication/complexity of the airplane that he was flying
- The owner spent about 15 minutes explaining/discussing the airspace and routing issues to/with the pilot
- The pilot purchased 2 quarts of AeroShell 15W50 oil and the Las Vegas Sectional chart [which depicted the Grand Canyon, Bryce and Zion regions, as well as Tuba City and Page]
- The owner observed the pilot adding oil to the engine
 - He was not certain how much, but after the accident he found 1 empty AeroShell 15W50 oil container in the trash
- The owner observed the pilot go back and forth between the airplane and the FBO "multiple times" with no apparent or obvious purpose
 - The owner was not certain why the pilot made those multiple trips, and ascribed it possibly to "absentmindedness"
- Overall, the owner was not favorably impressed with the pilot's knowledge level as a pilot
- Before the accident, the staff commented (which was unusual) positively about the appearance/condition of the airplane
- Several airplanes were refueled from the same source prior to the accident airplane, and at least two (including the owner's Beech Baron) were refueled after the accident airplane.
 - Those airplanes all were operated successfully/uneventfully after their respective refuelings
 - A fuel sample was taken and tested in accordance with the fuel vendor's procedures; the owner reported that no anomalies/problems were found
 - He stated that he would provide the refueling and test results to the NTSB



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: May 28, 2013
Person Contacted: Mr. Orville Wiseman
NTSB Accident Number: WPR13FA244

Narrative:

During a telephone conversation, Mr. Orville Wiseman stated that the pilot was at the Fixed Base Operator and had asked for some help regarding his flight from Flagstaff, Arizona to Bryce Canyon, Utah. Mr. Wiseman and the pilot discussed the best route for him to take, and he reminded him of the terrain and hazards along the way. They discussed the Grand Canyon and Mr. Wiseman provided him with a Grand Canyon VFR Chart. Mr. Wiseman mentioned that the pilot was asking about a lot of different things on the chart and seemed unsure.

Mr. Wiseman mentioned that the pilot asked for 20 gallons of fuel in each wing tank.