



RECORD OF CONVERSATION

Joshua Lindberg
Aviation Accident Investigator
Central Region

Date: 11/13/2012
Person Contacted: John Amundsen
NTSB Accident Number: CEN12FA039

In a telephone conversation with Mr. John Amundsen about Mr. Clarence Schollmeyer he stated the following:

Clarence flew with him to train for his multi-engine rating. He flew the PA-23 very well and was very careful at all times. Clarence never exhibited any hazardous attitudes while training. They flew together more than they intended because John wanted to make sure Clarence was ready to fly the accident airplane. John made Clarence promise that he would go back home to North Dakota and get more training in the accident airplane. John recalls Clarence owning a Mooney before the accident airplane and had about 1,500 hours in the Mooney. Clarence's wife bought the accident airplane for him as a gift.

End of conversation.



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Date: 11/15/2012
Person Contacted: Pat Giese
NTSB Accident Number: CEN13FA039

During a telephone conversation with Mr. Pat Giese about Clarence Schollmeyer he stated the following:

Pat is in charge of Western Edge Aviation, LLC in Dickinson, ND. He has known the family for about 15 years since Clarence's son came to his FBO to get flight training. The Schollmeyer's always talked about buying a cheap airplane and not wanting to spend a lot of money on one. Pat found this unusual and always told his clients that buying a good airplane is worth it.

N10PM sat for about 10 years before Clarence purchased it in Oklahoma. A mechanic from Western Edge Aviation went with Clarence to get the airplane working so he could bring it home. The mechanic could not get the airplane functioning enough to fly it home. Clarence hired another company to do the same job and they succeeded in getting the airplane ready to fly home.

Nothing concerned Clarence when it came to flying. He would always get in the airplane and go. He always had a care free attitude about flying and never took the proper precautions. Pat was not surprised that Clarence flew the airplane in IMC or that he flew it knowing there were problems with the engine.

End of conversation.



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Date: 11/9/2012
Person Contacted: Jon Gaitan
NTSB Accident Number: CEN13FA039

Narrative:

During a telephone conversation with Jon Gaitan, a Redbird Skyport FBO employee, he stated that he came to work early at about 0500 CDT to open the facility for Clarence Schollmeyer, the accident pilot. The pilot was already waiting at the FBO when Jon arrived. Since the lights were on in the main hangar, Jon let the pilot preflight the airplane in there. When the pilot completed the preflight, Jon opened the hangar doors and pulled the airplane out. Jon talked to the pilot for a few minutes and during their conversation the pilot asked for general directions to San Antonio, TX and Austin, TX. Jon gave him the directions, but thought this was a very unusual question for a pilot to be asking. The pilot also asked for a recommended taxi route and which runway to take off from. Jon brought out an airport diagram for KHYI and showed it to the pilot. Jon directed him to runway 17 via taxiway Charlie and Juliet. Jon watched the pilot start the engines and begin to taxi to the runway. Jon could not see the airplane lights but he could hear the noise of the airplane engines. Jon said the fog got even denser from the time he arrived at 0500. Jon was able to see the top of the air traffic control tower from where he stood, but not much further.

This concludes the telephone conversation with Jon Gaitan.