

SEA00FA095
(Lynch Flying Service Cessna 414, N5113G, Monarch, MT, 5/31/2000)

RECORD OF IN-PERSON INTERVIEW of
DWIGHT HOLMAN (President, Holman Aviation, Great Falls, MT)
and TELEPHONE INTERVIEW of
PAUL PUCKETT (Shift Supervisor, Holman Aviation, Great Falls, MT)

Conducted by Gregg Nesemeier
Air Safety Investigator, NTSB (NWRA)
at Holman Aviation, Great Falls, MT
on June 2, 2000

Synopsis of Interview Findings:

The interviewer first interviewed Mr. Holman. Mr. Holman stated that the accident aircraft arrived between 1630 and 1700 MDT at Great Falls (GTF). He stated that he was at the airport all day.


Mr. Holman stated that he observed the accident flight crew looking at satellite weather in Holman Aviation's flight planning room. He did not hear them discussing any operational matters. Mr. Holman stated that the accident aircraft was not fueled at GTF.

The interviewer asked Mr. Holman if the accident aircraft was de-iced before it departed GTF. Mr. Holman did not know, but offered to get the shift supervisor who was on duty at the time, Mr. Paul Puckett, on the phone. The interviewer asked Mr. Holman to do so. Mr. Holman then called Mr. Puckett on the phone and introduced the interviewer.

The interviewer asked Mr. Puckett if he observed any snow or ice on the accident airplane before it departed GTF. Mr. Puckett replied yes, upon arrival there was about 1 inch of rime ice on the non-booted parts of the airframe (tip tanks and unprotected leading edge areas), and about 3/8 inch of rime on the nose/radome area. He stated that the wing upper surfaces and de-ice boots appeared clean. Mr. Puckett stated that he "cracked a little bit [of the ice] off, but not much", and that this ice came off fairly easily. He stated that he removed this ice from the area between the boot and the tip tank. Mr. Puckett stated that he pointed the ice out to the crew, who replied something like, "Yeah, we picked up some ice." Mr. Puckett stated he had no recollection of the condition of the tailplane surfaces at that time.

Mr. Puckett stated that the crew did not request any de-icing, and that no de-icing fluid was used on the aircraft (Mr. Holman stated that Holman Aviation has de-icing capability, and was de-icing commercial airliners at the airport that day.) Mr. Puckett stated that ice was still present on the airframe the last time he saw the aircraft. Mr. Puckett did not know what time the accident aircraft left.

The interviewees were asked how long the accident aircraft was on the ground at GTF, and one of the interviewees estimated that it was on the ground for about 15 minutes, with an estimated departure time of 1710. The interviewees described the weather at the time as very light snow and rain.


Gregg Mesemeier
Air Safety Investigator, NTSB (NWRA)

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**RECORD OF TELEPHONE INTERVIEW of
JOHN CLARK (Cessna 402 Relief Pilot, Lynch Flying Service, Billings, MT)
(Call to: [REDACTED])**

**Conducted by Gregg Nesemeier
Air Safety Investigator, NTSB (NWRA)
on June 6, 2000**

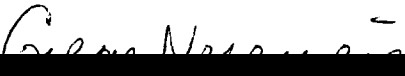

Synopsis of Interview Findings:

Mr. Clark stated he rode up to Great Falls (GTF) in the accident aircraft. He stated that the accident pilot, Vinnie Frezzo, was giving an evaluation ride on the flight to GTF to a new pilot, Dave Whitman. Mr. Clark reported that on this flight, Vinnie was in the left seat and Dave was in the right seat. He stated that Dave made an instrument landing system (ILS) approach into GTF. Mr. Clark reported that the accident aircraft picked up about ½ inch of ice on the way in to GTF, which “booted off”, and that the aircraft was “sloughing ice” on the ILS final approach. Mr. Clark told the interviewer that Vinnie told him his intention was to put Dave in the left seat, with himself (Vinnie) in the right seat, for the trip back to Billings (BIL). Mr. Clark stated that he did not actually observe this seating arrangement himself, as the airplane was about 100 feet away at the time. Mr. Clark stated that after everybody got into the accident aircraft for the trip back to BIL, Vinnie got back out and removed the chock, then they started engines and taxied out.

Mr. Clark stated that when the airplane landed at GTF, the only ice was the chunk the lineman picked off and handed to him. He stated this piece was 6 inches long and ½ inch thick. He reported that the aircraft’s de-ice boots were wet and clean, that the wings appeared clear to him, and that he did not see any ice on the prop spinners or any other parts of the airplane. He did not see the aircraft de-iced before it left.

Mr. Clark stated he blocked out of GTF in the Cessna 402 at 1852 MDT (the departure time is dictated by when the last package shows up.) He stated that there was no delay for weather on his flight; however, since GTF AFSS reported the worst icing conditions to be to the south and east of Great Falls, he requested a runway 21 departure with a right turnout and 090 degree departure heading out of GTF until clear of the icing conditions. Mr. Clark reported he did not encounter any icing on the way back to BIL.

Mr. Clark stated that he was not present for any of the accident flight crew's preflight planning, and did not know what route Vinnie filed to go back to BIL. He did not recall any icing concerns in the forecasts in effect at that time.



Gregg Nesemeier
Air Safety Investigator, NTSB (NWRA)