



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: August 2013
Person Contacted: Mr. Chad Fetter, Witness
NTSB Accident Number: CEN13FA456

Narrative:

It was very, very, very foggy – the worst fog conditions of the year. I drive the road 6 days out of the week.

All I could make out were the blinking lights of the plane. It was going pretty fast and it was descending. He seemed to be going at a high rate of speed.

I ran to the scene after calling authorities (911). Upon arrival, I saw two small fires and wreckage all over. Searching for people and then I found the pilot.

I just turned the bend to the south and was perpendicular to the runway. I could make out the lights on the plane, but thought it was a UFO. I couldn't see the airplane, just the lights. The car radio was on so I didn't hear the airplane. The lights were on the right side of the road.

From the moment I saw the lights to point of impact the airplane was losing elevation at 5 to 10 degrees, maybe 10 to 12 degrees descent. 20 degrees. Significant enough that it was going down.

I thought at first it had overshot the runway on landing. But the speed was going pretty quick. Looked like it was moving too fast to be landing.

The time from first sight to impact was maybe 3 to 5 seconds. All I could see were the lights. It looked like in a straight line. Descending – losing altitude.

Hard to say altitude. Maybe 200 feet.

The fog was significantly worse than usual. I drove it 6 days a week for 5 years. 98 percent humidity or more.



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date/Time: August 3, 2013
Person Contacted: Mr. Kellis Thacker and Brad Wilson, Part Owners of Airplane
NTSB Accident Number: CEN13FA456

Narrative:

The MFD was replaced about 2 to 3 weeks ago with an EX500B with WAS. They stated that there were no issues with the airplane. It ran well and was flown often.

The oil was changed every 25 hours and oil analysis and borescope inspections of the cylinders were routinely accomplished. The airplane had about 2,077 total hours of flight time.

The airplane was owned by three owners and the accident pilot was a partner in the airplane for about 1.5 years. He had a fairly new instrument rating, and he was a competent and diligent type of pilot. He was an enthusiastic aviator.

He was on vacation and was flying to the Grand Canyon.



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Jim Silliman
Air Safety Investigator
Central Region

Date/Time: August 3, 2013
Person Contacted: Mr. Kellis Thacker, Part Owner of Airplane
NTSB Accident Number: CEN13FA456

Narrative:

He stated that the airplane was performing at 100%. The day before the accident, he flew the airplane to Joplin, Missouri, and back to SUS. It was about 1.5 hour flight. There was some IMC conditions and he had to divert around some convective activity around Joplin. He used the autopilot the whole way and in some IMC conditions, although he was VMC for the takeoffs and landings.

The instruments worked properly. Everything was working well for the last 4 to 5 flights he had recently flown.

Mr. Thacher had flown to Niagara Falls and back. The oil was changed 7/21/13 after he returned from Niagara Falls. He had flown 4 trips since then. One to Illinois Valley on 7/25; one to Kansas City on 7/26; one to Ottawa, Kansas, on 8/1; and Joplin, Missouri, on 8/2. The accident pilot did not fly the airplane from 7/21 to 8/2.



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: August 22, 2013
Person Contacted: Mrs. Pooja Patil, Wife of the pilot.
NTSB Accident Number: CEN13FA456

Narrative:

The pilot was an emergency room doctor; however, since Wednesday, he was off from work and on vacation. He had a normal sleep cycle since Wednesday so he would sleep at night and did not go into work. He was aware that he needed adequate rest prior to flying so he would try to get 8 hours of sleep. The wife was unaware of when he went to sleep on Friday night since she was working. The pilot did not go to the movies on Friday night with other family members, because he used the time to pack the airplane on Friday night so he could get an early departure on Saturday morning.

The pilot did not have any sleep deprivation problems and he exercised every day. He did not have any illnesses and was very healthy.

She remembered that the pilot had reported a problem with the airplane's multifunction display on July 15th and had called someone from maintenance about it. It seemed that the MFD would go blank briefly when the throttle went to full power.



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Jim Silliman
Air Safety Investigator
Central Region

Date/Time: 0950, August 28, 2013
Person Contacted: Mr. Kelis Thacker, Part Owner of Airplane.
NTSB Accident Number: CEN13FA456

Narrative:

Why did you replace the MFD?

It had some visual "noise" on the screen. I never saw the problem.

Shiv reported that he saw vertical lines on the screen when he flew to New York.

I called Avidyne and it was under warranty so we had it replaced. The internal clock on the replacement MFD indicated that it had just 3 hours of use so it was nearly brand new.

I flew it half a dozen times after it was replaced and it worked fine.