



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: November 29, 2018
Person Contacted: Lux Air Jet Center, Goodyear Airport
NTSB Accident Number: CEN19FA032 – Santa Fe, New Mexico

Narrative:

The following information was provided collectively by Tim Berger, Carlos Graziani, David Souzis, and Jacob Ledbetter of Lux Air Jet Center at the Phoenix Goodyear Airport:

They had interacted with the pilot both on the phone and directly at the Jet Center. The pilot seemed to be lucid, well rested, and was completely cordial during all conversations. He had arrived at the airport on Sunday and had slept in the pilot lounge. He had mentioned needing to wait for the banks to open on Monday morning before settling his account.

The airplane had been in a hangar at the airport for some time during which time it had been repossessed from the previous owner. The current owner took possession of the airplane in September and had shown up at the airport in November. During the time period before the accident flight, the pilot had installed a new battery and had asked for a 5-gallon bucket possibly for an oil change. He had also asked to use an air compressor for some work or testing of the engine. The pilot had also purchased an FAA mechanic handbook from them. The Jet Center had fueled the airplane with slightly over 40 gallons of 100LL on October 23rd. Jet Center had not performed any maintenance on the airplane. To their knowledge, there had been no third-party maintenance performed on the airplane.

Before departing, the pilot had asked for some speed tape. He also seemed confused by the signage at the airport. When Jet Center ramp service personnel had pulled the airplane out of the hangar, the pilot informed them that they had parked it on a taxiway. The ramp personnel explained that it was not on a taxiway but was on the ramp area and pointed out the location of the taxiway. The pilot also asked about a red sign along the perimeter of the taxiway. The ramp personnel explained that it was a runway sign. The pilot also requested that ramp personnel standby with a fire extinguisher when he started that engine; presumably because the airplane had sat for so long.

----- End of entries -----



RECORD OF CONVERSATION

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Central Region

Date: November 28, 2018
Person Contacted: Brian Kelley
NTSB Accident Number: CEN19FA032 – Santa Fe, New Mexico

Narrative:

Mr. Kelley stated that he observed the airplane at the Goodyear Airport the afternoon before the accident. He stated that the airplane was taxiing onto the ramp near the fixed base operator (FBO) with one of the oil access panels on the engine cowling open. He got the pilot's attention, walked to the airplane and attempted to latch the panel. The rear fastener was missing, and the forward fastener was a "strange" screw; the door couldn't be latched. When asked, the pilot informed Mr. Kelley that he was planning to go flying. The pilot asked Mr. Kelley if he had any tape in order to secure the access door. The pilot returned to the FBO and subsequently taxied out again with blue tape on the engine cowling apparently holding both oil access panels closed. At this time, he also observed that the speed brakes were deployed.

Mr. Kelley recalled hearing the tower controller ask the pilot if he wanted to stow the speed brakes before attempting to takeoff. The pilot subsequently stowed the speed brakes. After takeoff, the controller informed the pilot that the landing gear was still down and that the transponder was not being received. He added that the pilot was unresponsive to many of the radio calls from the control tower. After several attempts by the tower controller, the pilot simply responded, "I can't hear you, it's really loud in here."

----- End of entries -----



RECORD OF CONVERSATION

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Central Region

Date: November 28, 2018
Person Contacted: Jon Bradhurst
NTSB Accident Number: CEN19FA032 – Santa Fe, New Mexico

Narrative:

Mr. Bradhurst reported that he at his home located due east of the airport when he saw the accident airplane about 7:45pm on Monday evening. Initially, he heard the airplane but did not see it. He was subsequently able to locate the airplane from the ambient lighting surrounding the airport. There were “no lights whatsoever on the airplane.”

Mr. Bradhurst noted that the airplane appeared to be on an “abbreviated” left downwind for runway 20. He observed the airplane enter a left 30° to 35° bank turn which crossed over the approach end of the runway at a 45° angle. He then lost sight of the airplane. However, about 2 or 3 minutes later, he saw the airplane again on the same approximate flight path, again with no lighting on the airplane. He subsequently lost sight of the airplane again. About 5 minutes after he lost sight of it the second time, he heard sirens related to the emergency response to the accident.

Mr. Bradhurst stated that the airplane did not appear to be trying to land during the times he saw it. His perception was that the pilot may have been trying to attract the attention of the tower controller. The airplane appeared to be in a “clean” configuration, with the landing gear and wing flaps retracted. The engine sounded as if it was at a “medium” power setting. He did not suspect any issues with the engine.

Mr. Bradhurst recalled that the wind was calm, and the sky was clear. He did not remember seeing any other aircraft traffic in the vicinity of the airport during that time period.

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