

# Record of Conversation

Saturday, February 09, 2013  
10:30 AM

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<b>Interview:</b>	Alan T. Gangwish
<b>Phone:</b>	██████████
<b>Location:</b>	Hutt Aviation, Minden, NV

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## Narrative:

The following is a summary of conversation with Mr Alan Gangwish, who is the owner of Hutt Aviation FBO located on the Minden Airport. The FBO provided maintenance and hangar space for the accident airplane. Additionally, Alan Gangwish leased out space to Keith and Rhonda Jorgenson for their flight school, Flying Start Aero. Flying Start Aero operated only 1 aircraft, N328SP. Mr Gangwish has been owner of the FBO for the past 8 years and the airplane has operated out of this FBO for the last 8 years.

The Jorgenson's bought the flight school from Mr John Brown about a year ago. The lease for the space was up in January of 2013, he thought that the time frame coincided with the purchase of the flight school. Hence, he has known Mr & Mrs Jorgenson for about the same amount of time, 1 year. Bill Shroeder was the primary CFI for the flight school, and he was a CFI under the previous owner (Mr Brown) too. Mrs Jorgenson did not know anything about airplanes or flight instruction, she mainly ran the office. Mr Jorgenson spent a lot of time in Afghanistan as a contractor. Mr Gangwish would only see Mr Jorgenson a couple of weeks at a time then not see him for 3-4 months. Over the last year Mr Gangwish said that the flight school paid their bills to him (lease, fuel, maintenance) nothing was late or over due.

The airplanes last annual was completed by Hutt Aviation in January. Since then Mr Gangwish estimates that the airplane has flown 20-25 hours. It has been running good, and there has been no maintenance gripes. He has a Part 135 certificate and operates charter flights. He was preparing to put N328SP on the Part 135 certificate as was preparing the airplane for the conformity inspection. A lot of work was done on that airplane to prepare it for operations under Part 135.

The day of the accident, February 6, the accident pilot showed up at the FBO and indicated that he had the wrong keys for the flight school office. Mr Gangwish let Mr Jorgenson into the flight school office. He noticed that the pilot had parked his car in the county parking lot across the street and not in the FBO parking lot which seemed unusual to him. They exchanged pleasantries. He noted that Mr Jorgenson had grown his hair out longer and now had beard. He did not detect anything that he thought was abnormal with the pilot's demeanor, he was smiling and appeared to be his usual self. The accident pilot said that he wanted to go flying before it got dark, so Mr Gangwish helped him pull the airplane away from the hangar. The airplane had been fueled up to the tabs in both tanks, per normal procedures at the end of a flying day. The pilot asked for additional 10 gal of fuel. He noted that the pilot appeared to perform a normal preflight and observed that after the engine started the pilot spent some time looking at charts or something in the cockpit. He took off about 1645. He noted that the weather was clear, warm, and no wind.

Van S. McKenny IV  
Aerospace Engineer (Field)



# Record of Conversation

Saturday, February 09, 2013  
9:45 PM

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<b>Interview:</b>	Erin McCauley
<b>Phone:</b>	██████████
<b>Location:</b>	Hutt Aviation, Minden, NV

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## Narrative:

The following is a summary of conversation with Ms Erin McCauley who is the FBO customer service representative, she also operates the UNICOM radio for the airport.

Ms McCauley has known the pilot for about 1.5 years, and had only met him about 4 times. He was often away. She talked to the accident pilot at 1630, welcomed him back. He told her that he needed the keys to flight school office, he had brought the wrong ones. Alan came by and let him into the office. His demeanor appeared normal and he was smiling as usual. She heard him call for his taxi then takeoff on the UNICOM frequency at 1645.

Van S. McKenny IV  
Aerospace Engineer (Field)  
Western Pacific Region

# Record of Conversation

Saturday, February 09, 2013  
5:30 PM

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<b>Interview:</b>	Rhonda Jorgenson
<b>Phone:</b>	██████████
<b>Location:</b>	Telephone Conversation

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## Narrative:

The following is a summary of conversation with Mrs Rhonda Y. Jorgenson, who is the wife of the accident pilot. Mrs Jorgenson said that they have been together for 5-6 years, and been married 2.5 years of that time. Her husband's occupation was military/law enforcement and his passion was flying. He had been in the Army for 3-4 years, Special Forces for 2 years, and started with K9's in the South Dakota State Patrol. He's been a military security contractor for the majority of his career and had worked in Kosovo, Iraq, and Afghanistan. His specialty was working with K9's. He currently was on a 2 year contract with Acadami or International Development Solutions, she was not sure about the company name because the names keep changing. He loved flying and the intent had been to run a flight school when he finished out his current contract. He had taken leave a little early so that he could go to his son's graduation in South Dakota and they (Rhonda and Keith) needed to discuss a few issues in their relationship, whether they were going to stay in Minden or move to South Dakota to be closer to his family. Their relationship was going through a rough patch. His current contract was due to expire this summer (2013). He had told her that his duties in Afghanistan were very routine and low stress, he was not in a dangerous part of the country.

Mrs Jorgenson said that he was very steady and even keeled emotionally. She had not noticed any change in his personality during his time between contracts or when he was home on leave. He was in very good physical condition. He never had any occurrences of memory loss, loss of consciousness, or zoning out/unresponsiveness. He had been in a crop dusting accident where he did not recall what happened. He was examined thoroughly and his case reviewed by the FAA before he was given his medical certificate back. He never commented or complained about any physical ailments. His health care needs were routine and taken care of by the VA.

They had purchased the flight school about a year ago. The intent was to run that business after he was done with this most recent military/security contract. There were no financial pressures. He was paid well as a military contractor, so any expenses that the flight school couldn't cover, would be subsidized from his contractor pay, which had been expected. To the best of her recollection, she thinks he had about 750 hours of rotary flight time and 2000 hours of fixed wing time. She is not a pilot but just completed her ground school test and was expecting to be flight trained by her husband.

Van S. McKenny IV  
Aerospace Engineer (Field)  
Western Pacific Region

# Record of Conversation

Wednesday, February 13, 2013  
2:40 PM

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<b>Interview:</b>	Bill Schroeder
<b>Phone:</b>	██████████
<b>Location:</b>	Telephone Conversation

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## Narrative:

The following is a summary of conversation with Mr Bill Schroeder who is a CFI that rented N328SP from Flying Start Aero (FSA) and last flew the airplane.

Mr Schroeder said that he had known the accident pilot for about a year. They had a lot in common, both had law enforcement background, K-9 experience, and were CFI's. The first time he met the accident pilot was at a local Air Fair. They talked and the accident pilot related his story about his crop dusting accident, and showed his burns stating that he'd rather not go back into the crop dusting business.

Mr Schroeder said that he had flown with the accident pilot once or twice, to give him is flight review, which he did on June 7, 2012. The pilot did fine, and Mr Schroeder had no concerns. The accident pilot never related any stories or thoughts about flying low to the ground.

Mr Schroeder stated that the airplane had just completed an annual inspection in January, and he'd probably put about 20 hours on the airplane since. The airplane was running and flying really well, and there were no maintenance issues/gripes with the airplane. After he was done flying it on Thursday, he had the airplane fueled so it would be ready for his flight the next day. He was surprised when he heard that the pilot had added fuel when he took the plane up that evening.

The Airport Operations Manager, Mr Chris Johnson, records the radio traffic. He recalled listening to the recording that the pilot took off from runway 34, with a right turn to the east. About 1730 there was a bout 5 minutes of carrier tone on the frequency (123.05) but no voice. He thought that was an interesting coincidence considering the pilot had probably crashed at that time.

Van S. McKenny IV  
Aerospace Engineer (Field)  
Western Pacific Region