

## Clint Hughey

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**From:** Michael Gentilini <[REDACTED]>  
**Sent:** Wednesday, September 7, 2016 9:46 PM  
**To:** Clint Hughey  
**Subject:** Re: CTJ accident on 9/7/16

Sure. Chris asked me to be there at 1 but I can be there a bit before or stay a while after if I can help.

Sent from my iPhone

> On Sep 7, 2016, at 9:30 PM, Clint Hughey <[REDACTED]> wrote:

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> Michael,

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> Thanks for sharing. Are you available tomorrow? We will forward your report to the FAA and NTSB and I am sure when they come tomorrow, they will want to speak with you. Also, our lawyer will be here tomorrow around 1pm and I am sure he would like to speak with you as well. If I can help in any way, please let me know.

>

> Thanks,

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> Clint H

>

> Sent from my iPhone

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>> On Sep 7, 2016, at 17:12, Michael Gentilini <[REDACTED]> wrote:

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>> On 9/6/16, I shared the CCO traffic pattern with an older model, white and blue Beechcraft Bonanza. As I taxied back to the school, I saw that airplane at the self serve fuel pump. I had just finished a lesson and I commented to my student that I liked the type. The apparent pilot and passenger stood outside and as I taxied past them I waved. The pilot waved back and smiled. He was an African American man approximately 50-60 years old. I took special note of this aircraft in my mind because the man's interesting accent on the radio caught my attention. I originally suspected it was a New England accent but later thought it possibly of the Caribbean or Bahamas.

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>> On 9/7/16, I began two 1-hour lessons just after 9am. The total of the lessons was 1.8 hours. We left the area for most of that time but returned to CCO and finished the lesson with two full-stop landings. Very shortly before our final landing, I heard the Bonanza from the previous day on the radio. The voice was unmistakable. What was interesting was that the pilot thought he was broadcasting on the West Georgia CTAF. Since I knew he was not at our airport, I did not remember the tail number or where he was in the traffic pattern. I was on a very short final approach and was occupied with my student. I regretfully did not make an effort to correct the pilot on the wrong frequency.

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>> My next lesson was scheduled to start at 11:30am and I saw my next student waiting for me as I returned. He asked for more time to get ready. I checked my phone and noticed it was only 11:05am, and agreed to let him relax a little longer.

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>> After hearing of the accident, I made the connection in my mind. I strongly believe the voice I heard was the pilot of the accident Bonanza, unaware he was broadcasting on the wrong CTAF.

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>> Please let me know if I can offer any more details about what I've explained.