

Communication Summary

December 08, 2020

Information from: Mr. Dave DeWalt



Summary & Factual Information: Mr. DeWalt was asked his recollections of the pilot on the day of the accident. He, in part, stated:

I noted nothing out of the ordinary in the behavior of the pilot that would have been any cause for concern and they had even considered spending the night in KC rather than going home that day. He had not intended on being Pilot in Command on the Piper M600 aircraft they came in town to view, they were hiring a pro pilot for a year or two. I felt confident in the level of respect the pilot was giving to his methodical approach of working his way up to a single engine turboprop. He asked great questions that were specifically relevant to his needs showing he had spent quite a bit of time researching the M600 and other single engine turboprops prior to our introduction. I also remember having a conversation with his wife/girlfriend about how long he was taking on his pre-flight prior to the incident, she was notably agitated and commented on it taking so long. I remained in the lobby with her while he was outside and indeed it was at least 15-20 minutes if not longer...he definitely didn't short cut his pre-flight. As mentioned previously, I also observed him perform a proper run-up prior to taking the active with nothing sounding strange or out of the ordinary but did not make note of whether the flaps were stored or deployed. In short, no red flags were observed with respect to any of the direct actions I witnessed from the pilot himself.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator