



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: August 5, 2016

Persons Contacted: Mr. Orville Wiseman (Owner, Wiseman Aviation) and Grant Wiseman (son of Orville Wiseman)

NTSB Accident Number: WPR16FA158

Narrative:

The following is a synopsis of the information provided by Mr. Wiseman in a telephone conversation about 0700 on this date:

- Mr. Wiseman is the owner of Wiseman Aviation, an FBO at KFLG
- He had prior experience as a corporate pilot
- He has known the pilot (Mr. H. C. McClure) for at least 5 years
 - The two spoke/interacted relatively regularly
 - Mr. Wiseman had never known the pilot to fly IFR in the past 5 years or so
- The pilot was at Wiseman most/all of the day (Aug 2)
- As was his habit pattern, he spent the day in an FBO conference room working with his various computers/personal electronics
- He also spent a fair amount of time (discontinuously throughout the course of the day) speaking with a line service technician
 - That technician was Philip Ramirez
- The FBO normally closes at 2000
- Mr. Wiseman had left the FBO earlier, but returned about 2045 to retrieve a personal article
- He encountered the pilot and spoke with him for a few minutes
- He asked the pilot whether he (the pilot) was going to be able to get back to PHX/FFZ, due to the weather, and Mr. Wiseman's knowledge that the pilot did not fly IFR
 - The pilot gave him "two different answers" that seemed mutually exclusive or contradictory to Mr. Wiseman
 - One ("Falcon [ceiling] was 7000 [feet]") indicated/suggested that the pilot could conduct the flight without undue difficulty
 - One (likely/possible "IFR") indicated that it might not be feasible
 - Mr. Wiseman did not pursue the line of discussion
- Mr. Wiseman said that it was a "dark night" but that it was not raining at the time he spoke with the pilot that evening

- A King Air departed KFLG shortly before the accident flight
 - That King Air was operated by Tri-State Care Flight, a subsidiary of Air Methods
 - The King Air was destined for Gallup NM
- Mr. Wiseman had some personal/unexpressed (to the pilot/others) concerns about the pilot's cognitive fitness for conducting flights (due to aging)
- The FBO normally had surveillance camera(s) but it/they were inoperative (on the day/night of the accident) due to construction
- About 7 years ago, there was a morning, weather-related takeoff accident at KFLG involving a Cessna 205; he referred to this accident since that investigation report might contain relevant weather/terrain information

Grant Wiseman

- He recalled that he pilot primarily flew the Seneca (accident airplane) but had switched Cessna 182
- A few months before the accident, the Seneca was grounded due to a "bad propeller"
- The propeller was reportedly repaired at a facility at Chandler (AZ) KCHD
- The son was not certain of the nature of the problem
- The pilot then began flying the Seneca again