

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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FATAL CRASH OF CESSNA 210 *

N96225 NEAR LUBBOCK, TEXAS, * Accident No.: CEN21LA030

ON OCTOBER 26, 2020 *

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Interview of: TOMAS MANSFIELD

MARY MANSFIELD

Employees and Very Close Friends
of the Pilot

Via telephone

Wednesday,
January 6, 2021

APPEARANCES:

JOSHUA LINDBERG, Investigator in Charge
National Transportation Safety Board

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I N T E R V I E W

MR. MANSFIELD: Hello.

MR. LINDBERG: This is Josh Lindberg with the NTSB. I just missed a call from Mary. Is she in?

MR. MANSFIELD: She actually just stepped out to feed the rabbits, but I'm her husband, and I have a bit of knowledge on what you need from her, too.

MR. LINDBERG: Okay. Great. And what's your name, sir?

MR. MANSFIELD: Tomas Mansfield.

MR. LINDBERG: Tomas.

INTERVIEW OF TOMAS MANSFIELD

BY MR. LINDBERG:

Q. And, Tomas, can you tell me about your relationship, you and your wife's relationship with Mr. Eakin?

A. He was like a dad to us.

Q. Okay.

A. I mean, he was that good of a friend that he was like a dad to us.

Q. Okay. And did you -- I heard that maybe you guys were employed by him or worked on his farm or something like that?

A. Yeah, we worked on his farm.

Q. Okay. All right. And something that I had also heard was that you or Mary had talked to him before he had left on the accident flight?

A. Yes.

1 Q. And what did you guys discuss with him?

2 A. We were -- we basically called him. We woke up a little bit
3 late that morning, but we wanted to call him before he flew to
4 give him an update on weather, which I'm sure he already knew or
5 should have known, but I saw on the radar and the forecast what
6 appeared to be icing conditions all the way across, not just New
7 Mexico and Lubbock but, you know, I was more concerned with
8 carburetor icing than anything because of what I seen all the way
9 across that area, and I called to let him know. And he said he
10 would fly further south. He would take a more southern route.

11 Q. Okay.

12 A. Which I really wasn't happy with the flight plan he came up
13 with because it wasn't that far south.

14 Q. Yeah. So are you a pilot yourself?

15 A. No. I do know a bit about airplanes but not good enough to
16 actually fly them.

17 Q. Sure. Okay. And do you know his experience in flying in
18 instrument conditions like that?

19 A. I know that he's instrument rated, and I know that he's gone
20 out and practiced on occasion to keep up his hours, and that did
21 involve some instrument flying.

22 Q. Okay. Had you ever flown with him before?

23 A. Yes, a couple of times.

24 Q. And anytime -- in any of those times, was it in instrument
25 conditions?

1 A. No, no. First time was actually completely clear out, and
2 the next time there was some scattered thunderstorms but, you
3 know, we just flew in between them. We didn't fly through them,
4 and there wasn't anything that would require an instrument flight.

5 Q. Okay. Do you remember anything about his preflight weather
6 briefing or how he assessed the weather?

7 A. He actually had a couple of different radars apps that he
8 used on his phone that were specific for flying. And he would
9 always check -- I mean he'd start checking a couple of days before
10 he flew and just kind of keep up with checking up with the weather
11 and stuff. And, of course, I'd tell him what I knew, too, just to
12 give him a little extra.

13 Q. Right.

14 A. But I actually do weather myself. So it was just, you know,
15 a little bit more to it for his use.

16 Q. Right.

17 A. I didn't go into different flight level patterns and stuff
18 like that.

19 Q. Okay. And what's your experience with weather? Do you work
20 in meteorology?

21 A. As an amateur, yes. I'm not a meteorologist.

22 Q. Okay.

23 A. But I've taken several weather classes, and I'm also a storm
24 chaser.

25 Q. Oh, great. Okay. So as far as his experience flying, how

1 would you rate him as a pilot?

2 A. I thought he was a pretty good pilot.

3 Q. Okay.

4 A. There was one particular incident and, you know, it wasn't
5 anything major, at least I didn't feel it was major, we were
6 flying home from Branson, Missouri. We flew the route from
7 Branson to Marshall, and there was one storm that we had flown
8 past. There was a little gust of wind that kind of caught him off
9 guard, and he was just cool, calm, collected about it,
10 straightened the plane right back out. He had it on autopilot at
11 the time. And, you know, just kind of blew us a little bit, and
12 was cool, calm and collected.

13 Q. Okay. And that was the only shaky experience you had with
14 him?

15 A. Yeah. I wasn't even concerned with it. My wife was a little
16 nervous about it, because she's not really flown much, but I
17 wasn't bothered by it. I mean, I knew he had control of it.

18 Q. Yeah. Did you know about his gear up landing, or landing
19 gear collapse I should say, in Belen, New Mexico, last summer?

20 A. Yes, I am aware of that one.

21 Q. Okay. And as I understand it, correct me if I'm wrong, after
22 that happened, the insurance paid him out, and he used that money
23 to buy this new airplane?

24 A. I'm not exactly sure of the timing or when the insurance paid
25 or whatever, but I think that was the idea.

1 Q. Okay. And do you know how he found this airplane or anything
2 about it at all?

3 A. No.

4 Q. Okay. And before he left to go out there, did he discuss
5 what he was doing, the fact that he was buying that airplane and
6 bringing it back home?

7 A. Yes, in fact, he had actually gone to Nebraska twice. The
8 first time he flew up was in a Cessna 182 which, you know, for
9 him, that plane is old reliable. He's never really had an issue
10 with that one. He flew that up there. I think he was up there
11 for 2 or 3 days and then flew back, and that was a month prior to
12 the accident.

13 Q. And does he keep that 182 there in Texas?

14 A. Yes.

15 Q. Okay. And is that the only other airplane?

16 A. That's the only other one he currently has, yeah.

17 Q. Okay.

18 A. When he went up to go pick up the airplane, he flew his 182
19 up there, and the pilot that flew with him flew his 182 back to
20 Texas.

21 Q. Okay. Do you know who that pilot is?

22 A. No, I don't. As far as I know, based on what I've been able
23 to find out, he lives somewhere around Henderson, Henderson,
24 Texas.

25 Q. Okay. Is that possibly William Billings?

1 A. I couldn't tell you.

2 Q. Okay.

3 A. I've actually tried to find out and haven't had any luck.

4 Q. Okay. Do you recognize the name William Billings?

5 A. No, I don't.

6 Q. Okay. Any other pilots you know of that have flown with
7 Mr. Eakin?

8 A. No, not that I can think of, other than maybe the gentleman
9 he bought the plane from.

10 Q. Okay.

11 A. But I don't know if he flew with him at all or not. If he
12 did, it would have been a short test flight.

13 Q. True. All right. And have you guys been made aware of where
14 the wreckage is right now and what needs to be done with it? Are
15 you guys involved in that at all?

16 A. No, that's not on us. That would have to go through the
17 estate most likely.

18 Q. Do you who is handling the estate?

19 A. Her name is Hollis, and that's spelled H-o-l-l-i-s, last name
20 is Pugsley, P-u-g-s-l-e-y.

21 Q. And she's out in Belen, New Mexico, right?

22 A. She lives there, yes.

23 Q. Okay.

24 A. The last I knew, she's still here in Texas taking care of
25 things.

1 Q. Oh, okay. All right. So do you have --

2 A. Yeah, she was in Lubbock a few weeks ago, but that was to
3 pick up his personal effects.

4 Q. Okay. Do you have any close contact with her?

5 A. Yes.

6 Q. Okay. If you talk to her, if you don't mind mentioning
7 having her give me a call. I left her a voicemail, and I just
8 haven't heard back from her yet. So --

9 A. Okay.

10 Q. -- I'm not sure if she wants to talk, but I'd love to talk to
11 her about the accident and about what preceded the accident
12 flight.

13 A. Right.

14 Q. So if we could get some more information from her, that would
15 be great.

16 A. She was actually standing right there when we talked to him
17 that morning. So she's aware of the conversation as well.

18 Q. Okay. Good.

19 A. She was standing right there when we called him to let him
20 know about the icy conditions. I mean -- that I was concerned
21 about.

22 Q. Yeah. Okay. Yeah, it would be great to hear her side of the
23 story. So if you do happen to talk to her, let her know to give
24 me a call as soon as she can, and I'd just love to get some more
25 information from her.

1 A. Okay. One of the things I do know, I don't know if hearsay
2 matters or not, but one thing that she did tell us is that she had
3 told him, at that time, that she did not want him to fly because
4 of the ice.

5 Q. Okay.

6 A. And I don't know what her knowledge or experience is with his
7 flying or any flying, but that's kind of the opinion I had. I
8 just didn't come right out and tell him, hey, I don't want you to
9 fly.

10 Q. Sure. Okay. Well, when I hopefully talk to her, I'll bring
11 that up and see if she can kind of elaborate on that, but it
12 certainly makes sense.

13 A. I guess the weather was pretty nasty over there, too, but he
14 was able to get above it.

15 Q. Right.

16 A. But I mean, I'm sure you've seen his -- I'm sure you've
17 probably seen a lot more than I have as far as his flight speed
18 and stuff going across. There was a couple of times I was
19 concerned that he had stalled on the way before he got to Lubbock
20 because his speed was just so up and down, and that's not normal
21 for him.

22 Q. Right. Okay. I'm just taking a few notes here. Anything
23 else you could think of that would be noteworthy about the
24 accident flight or beforehand?

25 A. No, not that I can think of right off.

1 MR. LINDBERG: Okay. Well, if you don't mind, when Mary
2 comes back, if you'd ask her kind of the same things and see if
3 there's anything else that she remembers.

4 MR. MANSFIELD: She actually just stepped in.

5 MR. LINDBERG: Okay.

6 MR. MANSFIELD: So I can pass you over to her if you'd like.

7 MR. LINDBERG: Yeah, that would be great. Thank you.

8 MR. MANSFIELD: All right. Here she is.

9 MS. MANSFIELD: Hello.

10 INTERVIEW OF MARY MANSFIELD

11 BY MR. LINDBERG:

12 Q. Hi, Mary. This is Josh Lindberg with the NTSB. How are you?

13 A. Good.

14 Q. Great. I was just talking to Tomas about Donald Eakin's
15 accident flight and some of the things that he remembers,
16 especially talking to the pilot before the accident flight
17 happened. Can you tell me what you remember about talking to him
18 before he took off from Belen?

19 A. I basically asked him if he was going to be flying that day,
20 and he said, yeah, and he gave us -- I actually have -- I have his
21 voice recording. I couldn't get through on his phone. So I
22 called his girlfriend, and he must have like butt dialed me or
23 something, because the whole conversation that we had like 2 days
24 later got forwarded to my phone from his phone.

25 Q. Wow.

1 A. Yeah, and I saw I actually have that. But he gave us like
2 the direction that he was going to go in and stuff because we were
3 worried about the freezing rain and that. And he said he was
4 going to give it a try and stuff, and then he said -- he told us
5 that he was -- in fact, I could hear him loading stuff up into the
6 airplane and that. And he said he'd keep in touch with us and let
7 us know what was going on and that.

8 Q. Okay. Is that recording something that you could share with
9 me so I could hear what was going on?

10 A. I'm not sure.

11 MS. MANSFIELD: Would there be a way to send that voice
12 recording to him?

13 MR. MANSFIELD: (Indiscernible).

14 MS. MANSFIELD: My husband said that he'd be able to e-mail
15 it to you.

16 BY MR. LINDBERG:

17 Q. Okay. I can send you my e-mail address if you've got one.
18 I'll just send you my contact information and then you can reply
19 to that.

20 A. Yeah. I'll give you his.

21 Q. Okay.

22 A. And it's [REDACTED]

23 Q. And that's [REDACTED]

24 A. Yes.

25 Q. -- [REDACTED]

1 A. Yes.

2 Q. Okay. I will send an e-mail right now so that you'll have
3 that information. If you could reply with that recording, that
4 would be really helpful.

5 A. Okay.

6 Q. Next, and I forgot to ask Tomas this, do you guys know
7 anything about Mr. Eakin's personal pilot logbooks? Have you seen
8 them anywhere?

9 A. I have seen them on occasion. The last I knew, there were
10 some at the house, because he was going through a bunch of stuff
11 before he had actually left because he had to have it for the
12 insurance company. And he was getting like -- he was going
13 through a bunch of his paperwork and stuff like that and making
14 sure everything was there, and he had to ship out a bunch of
15 papers and stuff like that for the insurance company.

16 Q. Okay. Is that something that you guys would have access to
17 there in Texas or maybe that Hollis would have access to?

18 A. Hollis would.

19 Q. Okay.

20 A. If she even -- I don't even know if she would know where they
21 were because of going through everything at the house. I mean,
22 we're not at the farm anymore.

23 Q. Okay.

24 A. And I would have, before all of this happened, known exactly
25 like right where to go to get it. I know what bag they're in, but

1 because everybody's been through stuff and rummaging through stuff
2 and all that, I couldn't even begin to even imagine where it would
3 be.

4 Q. Sure. So do you think that that's something that he would
5 have left at the house and not taken on the airplane with him?

6 A. Yeah, most -- the majority of the time he left his logbooks
7 -- some of it he left at the house, and then there were certain
8 ones that he would take with him.

9 Q. Okay.

10 A. But I'm not exactly sure of the difference of which ones he
11 left and which ones he actually took with him.

12 Q. Sure. Okay. Well, I told Tomas, if you guys have any
13 interaction with Hollis any time soon, to have her to give me a
14 call as soon as she can. I left a voicemail with her, but I just
15 haven't heard back from her yet. So I'd love to talk to her about
16 the pilot and anything that she remembers before the accident
17 flight. So that would be great to talk to her.

18 A. I know that we were all trying to talk him out of not flying
19 that day.

20 Q. Yeah.

21 A. She was insisting on driving him and stuff, and he said he
22 had figured out a route around the storms and that, but --

23 Q. Okay.

24 MR. LINDBERG: Well, I'm really sorry about the
25 circumstances, and my condolences to you and your husband and to

1 Hollis. But I certainly appreciate the help you guys are
2 providing, and anything else that you remember in the days or
3 weeks to come, please feel free to give me a call back.

4 MS. MANSFIELD: Okay.

5 MR. LINDBERG: All right. Thank you very much for your help,
6 and I'll talk to you soon.

7 MS. MANSFIELD: Thank you.

8 MR. LINDBERG: And I'll send that e-mail to you right now.

9 MS. MANSFIELD: All righty.

10 MR. LINDBERG: Okay. Thank you, Mary.

11 MS. MANSFIELD: Bye.

12 MR. LINDBERG: Bye.

13 (Whereupon, the interview was concluded.)
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CERTIFICATE

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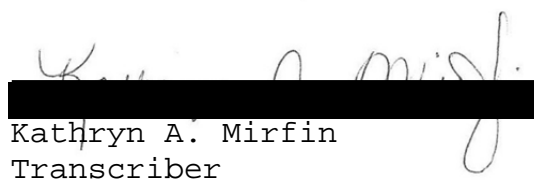
IN THE MATTER OF: FATAL CRASH OF CESSNA 210
N9622T NEAR LUBBOCK, TEXAS,
ON OCTOBER 26, 2020
Interview of Tomas and Mary Mansfield

ACCIDENT NO.: CEN21LA030

PLACE: Via telephone

DATE: January 6, 2021

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Kathryn A. Mirfin
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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FATAL CRASH OF CESSNA 210 *

N96225 NEAR LUBBOCK, TEXAS, * Accident No.: CEN21LA030

ON OCTOBER 26, 2020 *

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Interview of: KEVIN GARCIA
Airport Employee

Via telephone

Thursday,
January 7, 2021

APPEARANCES:

JOSHUA LINDBERG, Investigator in Charge
National Transportation Safety Board

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I N T E R V I E W

MR. LINDBERG: Safety Board. This is Josh.

MR. GARCIA: Yeah, this is Kevin, Belen Regional Airport.

MR. LINDBERG: Hey, Kevin. How are you today?

MR. GARCIA: Good. And yourself.

MR. LINDBERG: Great. Thank you.

INTERVIEW OF KEVIN GARCIA

BY MR. LINDBERG:

Q. My name is Josh Lindberg with the National Transportation Safety Board, and as John probably told you, I'm investigating the 210 accident that happened a couple of months ago. And I understand that you interacted with the pilot there at Belen and helped him fuel his airplane?

A. Yes, sir.

Q. Can you tell me what you remember from that day, as much as you remember, if possible?

A. Okay. It was -- let's see. It was a super cold, cloudy day. I believe just after he left, it started snowing just a bit, and he told me he was going to get fuel. So I always give the pilots a hand even if they choose to do self-serve. Which he was trying to do self-serve at the time, but it was supper cold, and he was just having a hard time. So I was like, sir, I can do it for you if you'd like, and he said, okay. He entered all his information on the credit card, turned on the machine, and I pulled out the line and started pumping it in for him. He said, just top them

1 off. And so I did, and I believe that was around 11 gallons that
2 the plane took overall.

3 Q. Okay.

4 A. And after he did that, I was like -- he just said, oh, thank
5 you, I appreciate it. He got some oil, filled him some oil, and
6 then he took off. And when he took off, he didn't really have --
7 as he was taking off, he didn't really have like any communication
8 or he didn't say anything, like he was the only one here, around
9 the traffic pattern, and he just took off and that was that.

10 Q. Did you notice that he taxied partially down the runway and
11 then returned before he took off?

12 A. Yes, I was noticing that. So it seemed like he was going to
13 take off from mid runway, and then he kind of like back taxied and
14 then took off. Came around. He went to go forward, and then
15 after that, he took off, and then that's when he took off.

16 Q. And did you watch the entire takeoff?

17 A. Yes, I did.

18 Q. How did the airplane look and how did the engine sound to
19 you?

20 A. Well, I'm new to aviation, and to me, it sounded -- it didn't
21 sound -- the engine sounded good. Like everything was good, but
22 obviously the conditions weren't all that great. I kind of like
23 said to him, like are you sure you should be flying? He's like,
24 I'm okay; I'm headed down to Texas. He said, I'm going back home.
25 And I said, have a safe flight. And I did watch, and the airplane

1 was moving a lot when he was taking off and he was departing the
2 pattern, and he was like -- it was very bouncy like from my point
3 of view.

4 Q. Okay. And you said it started snowing a little bit after he
5 had left?

6 A. Yeah, just rain showers. Just something light.

7 Q. Okay.

8 A. And, yeah.

9 Q. Had you ever interacted with this pilot before?

10 A. Yes, I have in the past. I believe it was in July he had an
11 accident here. His landing gear didn't lock, and that's when I
12 interacted with him. After the accident happened, I approached
13 him. I told him it would be okay, helped him get out, helped him
14 get his luggage out, got the fire department on its way. And my
15 coworker, Donnie, he was the one that did the FAA report, and I
16 was with him most of the time when the accident happened in July.

17 Q. Okay. And when he came back, right before the accident
18 flight, did he talk about this new airplane that he was in? Did
19 he mention anything about it?

20 A. Yeah, he said he had just purchased it. I think he said Las
21 Vegas. I was thinking Las Vegas, Nevada, but it turns out it's
22 Las Vegas, New Mexico.

23 Q. Yeah, that's where he had just come from before he landed in
24 Belen.

25 A. Right, and the whole time, I thought he meant Las Vegas,

1 Nevada.

2 Q. Okay.

3 A. But that that's not where he purchased it.

4 Q. And did he say anything about that purchasing process or
5 anything about the days prior?

6 A. No, he didn't really mention anything about the plane. I
7 just said, oh, you got a new plane. He was like, yeah. He
8 remembered me when he arrived at the airport because he -- I think
9 he arrived, if I'm not mistaken -- I think he arrived here on a
10 Friday and he was staying with his friends over the weekend, and
11 Monday, that's when he took off, if I'm correct.

12 Q. Okay. And did you notice anything about the way he was
13 acting or his physical health? Did anything stand out to you?

14 A. Well, since July, like he is a little older. I noticed he's
15 a little -- he has a slow pace, and -- but that weekend,
16 especially on Monday when he came back, when he took off -- I'm
17 sorry, Monday morning when I helped him fill, he was a lot slower
18 than usual. Like he was, he was answering my questions correctly.
19 Like how's your morning going? He wasn't completely off, but
20 something seemed off about it.

21 Q. Okay. And did it seem like something was wrong with him or
22 maybe he was just tired? Could you tell?

23 A. He seemed like he was fatigued.

24 Q. Okay.

25 A. But like I said, he was -- like he put oil in his engine and

1 he was, he was talking to me like, you know, kind of like a
2 conversation, and he seemed fine. And even the person that
3 dropped him off at the airport -- I believe it was a female, an
4 older lady -- she brought him to the airport, and she was here
5 most of the time in the parking lot, but she left before he even
6 took off. Like she even seemed a little worried about him because
7 she was, okay, I'll stay here. And I helped him. I helped him
8 with his plane, tied it down to tie downs and all that stuff. I
9 was just helpful to him through the whole process.

10 Q. Okay. So you said you sold him, I believe it was 2 quarts of
11 oil. Did he put those in the airplane while you were fueling it
12 or sometime around then?

13 A. I'm trying to remember. I believe he did put 1 quart of oil,
14 if I'm not mistaken. I think he did.

15 Q. Okay. And did he say why he was adding oil?

16 A. No, he didn't say why.

17 Q. Okay. All right. Anything else you can remember about
18 interacting with him, anything that comes to mind?

19 A. No, that's about it. I even told John, I was like, I was
20 worried because when he -- even when he first came, personally I
21 don't think he should have been flying even after the accident in
22 July.

23 Q. Okay.

24 A. And, John, the airport director, he gave me the call, and he
25 told me about the accident.

1 Q. Yeah.

2 MR. LINDBERG: All right. Well, the information you provided
3 today for us is really useful, and what we're going to do is just
4 type up a record of conversation about what we talked about, just
5 so that I have the facts straight and we have a record of your
6 experience with the pilot.

7 So again, thank you very much for your help. And like I
8 said, if you do have any other recollections or anything comes to
9 mind that you think would be helpful, big or small, please feel
10 free to give us a call back.

11 MR. GARCIA: Of course, yeah.

12 MR. LINDBERG: All right. Thanks a lot for your help, Kevin.

13 MR. GARCIA: Yeah. Thank you.

14 MR. LINDBERG: All right.

15 MR. GARCIA: Bye.

16 MR. LINDBERG: Bye.

17 (Whereupon, the interview was concluded.)
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CERTIFICATE

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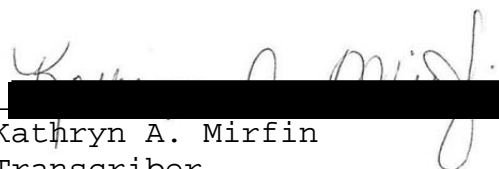
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Transcriber

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Investigation of: *

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FATAL CRASH OF CESSNA 210 *

N96225 NEAR LUBBOCK, TEXAS, * Accident No.: CEN21LA030

ON OCTOBER 26, 2020 *

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Interview of: WILLIAM BILLINGS

Acquaintance of the Pilot

Via telephone

Thursday,
January 7, 2021

APPEARANCES:

JOSHUA LINDBERG, Investigator in Charge
National Transportation Safety Board

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of William Billings:		
By Mr. Lindberg		4

I N T E R V I E W

MR. BILLINGS: Oh, man, no big deal. I understand you're a busy man.

MR. LINDBERG: Yeah. Well, I know you are, too. So I don't want to take too much of your time.

INTERVIEW OF WILLIAM BILLINGS

BY MR. LINDBERG:

Q. I just wanted to ask you what you knew about this accident pilot, and I heard that you had flown with him maybe?

A. I did. I have my 210 for sale, and I actually -- in early September, I met with him. He came down here to Calhoun County Airport, and I visited with him a little bit. We talked about 210s. He looked mine over, and then I took him for flight in mine. We flew about an hour or so.

And we were talking, and I asked him, you know, what -- how much time he had in a 210 and all that good stuff, and he goes, you know, I don't have -- he said, "hardly any," was his words, and -- but he said, I do have a lot of time in a 182, because he flew down in his 182 that he had. And I was like, okay, you know, they're similar, their speed track and there's some other -- you know, the way they fly is a little different, but they're heavy, and I was just giving some characteristics and stuff. But, you know, he explained to me that he was looking at mine and one in Colorado, and it was an earlier model. You know, I just -- I kind of, I said, man, the earlier models had lots of problems with the

1 gears and all that stuff, and we just kind of shoot the shit a
2 little bit.

3 And he just, he was telling me that he had a gear up landing
4 recently in New Mexico in his Bonanza. I think he had a Bonanza
5 and that's the bird that he flew, and that's the reason why he was
6 looking at the 210 was for their speed and -- but he didn't have a
7 whole lot of time in a 210, and that's kind of one of the things
8 that kind of struck me. But I advised him, I said, you know, the
9 good thing, you know, when you do get it, make sure you get some
10 instruction in it before you, you know, fly one because there is
11 some differences and it would be good to have, you know, a
12 checkride with you to help you out, but you know how doctors are.
13 Super nice guy. You know, he was a really nice guy, real
14 interesting man.

15 And I just -- the only reason, you know, I didn't really pay
16 much attention when I heard about the accident, until I listened
17 to like a training video on You Tube, and I recognized his voice.
18 I was like, I know that voice. So I went back and played my
19 voicemails from the guy, and I was like, man, this is the same
20 guy, and then looked a little further and it was him, and I was
21 like, oh, man.

22 Q. Wow. Okay.

23 A. But I just don't -- you know, I know the ice was a big factor
24 I believe in what happened. The forecast was just suicide flying
25 into -- with, you know, a non-iced plane, but I just know he

1 didn't have -- I just wanted to pass the information, you know, he
2 didn't have a lot of time in the 210.

3 Q. Yeah.

4 A. And that could have been, you know, another factor in causing
5 the accident.

6 Q. Yeah.

7 A. Not knowing how they flew.

8 Q. Right. I certainly appreciate that. So did you actually fly
9 with him in your 210 when he came down?

10 A. I actually did, yes. We flew -- I can get you the exact
11 date. I'd have to look on my phone to see when he called me.
12 That's the day we went. Let me put you on speaker real quick, and
13 I'll tell you what day we flew.

14 Q. Sure.

15 A. All right. Are you there?

16 Q. Yeah. What's the N number of your plane?

17 A. My N number on my bird is 3961Y.

18 Q. 3961Y.

19 A. Yes, sir. I want to say September -- here we go. Early
20 September. I believe it was 9/7. And we probably flew about --
21 okay. He called me about 3:53 and it probably took me about maybe
22 10 minutes to get there. So we probably flew around 4 o'clock
23 that day.

24 Q. Okay. And what's your airport? Where do you fly out of?

25 A. PKV.

1 Q. And how long do you think you flew for?

2 A. I would say at least an hour, maybe 45 minutes to an hour. I
3 flew from PKV to Port O'Connor and then made like a loop and back,
4 and it was, you know, probably maybe 40 minutes to an hour.

5 Q. Okay.

6 A. And he was in a 182 and, man, it had leaking fuel cells
7 (ph.). It looked horrible, and I said, man, what are you flying
8 here? And he goes, oh, this is my tub, and I was like, I got it.
9 But it just --

10 Q. Yeah.

11 A. It's just tragic. I felt horrible when I saw the video, but
12 I just knew he didn't have a lot of time in it.

13 Q. Right.

14 A. Did you know about his gear up in New Mexico?

15 Q. Yes, we did know about that one, and we heard about it from
16 several people. I guess what he was doing was using the insurance
17 money from the payout on the Bonanza to buy a new plane. So
18 that's why --

19 A. Exactly.

20 Q. -- he was in the market for one. So it sounds like he
21 finally found one, and then was headed back home when this
22 happened.

23 A. Oh, wow. Wow, it happened that day, I got you.

24 Q. Yeah.

25 A. Man, that's terrible.

1 Q. Yeah.

2 A. The reason why he kind of didn't like mine, mine was a little
3 bit more than that one I believe and the GPS was a little bit
4 older and it didn't have a big screen. I said, man, it's got a
5 real good autopilot in it, a working one, and he's like, yeah.
6 But real nice guy. You know, he was into blacksmithing. He
7 talked about it. Kind of got to know him, and just terrible, man.
8 Terrible incident.

9 Q. Yeah. So when you flew with him, how were his piloting
10 skills?

11 A. I would say pretty good. I wouldn't say -- he kept lifting
12 his glasses up like he couldn't see, you know, but I don't know,
13 he seemed pretty -- you know, I mean, he didn't really -- I gave
14 him control of the yoke, you know, for a good 10 minutes and he
15 flew it, and he said, okay, you can have it back. He seemed like
16 he was intent on, you know, he wanted to buy a 210. He kind of
17 enjoyed the speed of it.

18 Q. Yeah.

19 A. I --

20 Q. Go ahead.

21 A. I was going to say that I was telling him, you know, the
22 speed characteristics, showing him what 23 squared was and what I
23 usually fly at. It was around 140 knots. He said, well, bump it
24 up to 24 squared, and I showed him. It went to like 147, and he
25 said, that's a little better. So, I mean, you could tell he was

1 in for something that was a little faster than his 182.

2 Q. Oh, okay. What model is your 210?

3 A. It's a D model.

4 Q. Okay.

5 A. '64, 1964 model.

6 MR. LINDBERG: All right. Well, that's certainly helpful.
7 That's more information than we knew before we started. So I
8 appreciate you reaching out to us, because the more information we
9 have, the better we can paint a picture on what happened with this
10 accident.

11 MR. BILLINGS: Good deal. Good deal, man. Glad I could
12 help, and if you need anything else, let me know.

13 MR. LINDBERG: Yeah.

14 MR. BILLINGS: That's about all I really have. I don't
15 really have a whole lot. Sorry I don't have more.

16 MR. LINDBERG: No, that's fine. That's certainly helpful,
17 and I certainly appreciate you reaching out.

18 MR. BILLINGS: Yes, sir.

19 MR. LINDBERG: All right. Thanks a lot and take care.

20 MR. BILLINGS: Have a good day.

21 MR. LINDBERG: All right. Bye-bye.

22 MR. BILLINGS: You, too. Bye.

23 (Whereupon, the interview was concluded.)
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

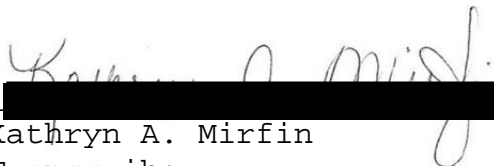
IN THE MATTER OF: FATAL CRASH OF CESSNA 210
 N9622T NEAR LUBBOCK, TEXAS,
 ON OCTOBER 26, 2020
 Interview of William Billings

ACCIDENT NO.: CEN21LA030

PLACE: Via telephone

DATE: January 7, 2021

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kathryn A. Mirfin
Transcriber