

Operations Group Chairman Factual Report

Attachment 9 – Interview Summaries

WPR09MA159



RECORD OF CONVERSATION

Malcolm Brenner
Thomas Little
Air Safety Investigators

Date: April 15, 2009

Person Contacted: Bud Feldkamp, Airplane co-Owner
Eaglecap, Highland CA

Subject: WPR09MA159: pilot background information

In a telephone conversation, Mr. Feldkamp stated that his last contact with the accident pilot ("Bud") was through a voice mail message left by Bud on his home telephone on Saturday March 21 to confirm the itinerary of the accident trip scheduled the next day. The pilot sounded businesslike and normal. Bud was responding to an earlier voice mail message left by Mr. Feldkamp.

Mr. Feldkamp last saw Bud at the office one to three weeks earlier. Before leaving on the Mexico trip, Bud stepped into the office to submit an expense account. Mr. Feldkamp spoke with him for about ten minutes about schedules and Bud seemed normal.

The accident trip was first planned six months earlier, about one month before it was put on the community schedule used by the office. The original plan was to make two flights, first picking up Mr. Feldkamp and his party at Lodi-Napa and delivering them to Bozeman, then returning to Oroville to pick up Mr. and Mrs. Chang. However, on the day before the trip (Saturday March 21), Mr. Feldkamp decided to drive himself by car so that a second flight would be unnecessary. His daughter also agreed to meet the airplane at Vacaville, which simplified the trip plan. Mr. Feldkamp left a telephone message for Bud with the new plan of reduced passengers. Later that day, Bud returned the return message confirming the new plan and confirming that he would depart Redlands at 0800 and arrive at Vacaville 1:15 minutes later. Bud did not discuss weather, which was normal. If there were potential weather issues, he discussed alternates. According to Mr. Feldkamp, Bud appeared to appreciate the new plan.

Bud had flown the same trip to Bozeman one year earlier except that Mr. Feldkamp was a

passenger on the that flight along with his wife, the Chings, and the Jacobson family and two children.

For the accident trip, Mr. Feldkamp approved Bud returning home on a commercial trip on Sunday evening and leaving the airplane at Bozeman for a week while the passengers vacationed. After the accident, Bud's wife stated that she had planned to pick him up at the Ontario Airport between 7:00 to 8:00 PM that evening.

Concerning the weight and balance of the planned accident trip, the trip was within weight and balance limits but there were just not enough seatbelts. Mr. Feldkamp and Bud did not consider weight and balance as an issue for the accident flight and did not really discuss it. They were not pushing the envelope. They had carried the same number of passengers and children (the pilot, plus 6 adults and 7 children) on previous trips. They had put 10 adults in the airplane. As a family they had done this before and so they knew the children, weights of the passengers, and the gross weight the plane would hold. After Redlands, Bud knew there were 9 passengers at Vacaville and that there were 4 passengers at Oroville. The Chings had no ski equipment. The Jacobsons had some equipment. They could hold children on laps and put them on the floor to sleep. On previous flights with children, there were no cases of children getting sick.

Mr. Feldkamp helped hire Bud as the Eaglecap pilot about six years earlier. The Pilatus dealer had recommended Bud. Bud was a natural and had time in Pilatus air ambulance service for the Navaho nation. Eaglecap first tried another pilot for a few days, but the other pilot proved unreliable and they hired Bud. Bud was an independent contractor on a monthly retainer. Eaglecap did not provide medical insurance. The company reimbursed his expenses and he carried a company credit card for gas. Every year, Bud took time off to complete refresher training at San Diego in the airplane with Ron Cox. Bud paid for the training but Eaglecap let him use the airplane.

Mr. Feldkamp was a pilot with 1,200 hours flight time. He owned a 210 but stopped flying when he got the Pilatus.

Mr. Feldkamp had flown with Bud for more than 5 years. The airplane had 1,800 hours on it, consisting of about 300 hours per year of which Mr. Feldkamp had used it for about 100 hours per year. Mr. Feldkamp spent 20% of the time sitting in the cockpit right seat.

Regarding problems with Bud, there was a time about four years ago when he caused a hot start at Orange County. It required a \$50,000 teardown. He had the integrity to tell Eaglecap about it. Bud got a cell phone call while starting the airplane and aborted the start. When he tried to restart, the temperature went past limit. Consensus was that somehow the abort process might have left residual fuel so the restart led to a hot start.

Bud was professional with passengers and friendly. Everyone felt comfortable with him. He was a very private person who did not socialize. On previous trips to Cabo San Lucas, Mr. Feldkamp had invited Bud to join the passengers on the yacht but Bud declined. He stayed by himself in his own hotel room during trips reading books and studying. He was fastidious, and he always carried a bottle of water with him into the airplane and a towel to clean. His behavior was private and appropriate.

Bud had political views similar to those of Mr. Feldkamp with a concern about over-regulation. Mr. Feldkamp knew about these views because Bud spent two days with Mr.

Feldkamp during one of their trips when he accompanied Mr. Feldkamp to a Ron Paul Constitutionalist convention. It was held next to the Republican convention.

Bud was in good medical condition and looked physically fit. He ate like a bird. He ate fruit on airplane, not desserts or treats even though they were available. Sometimes he brought a packed lunch with him on the airplane. He could go six hours without a toilet break. There was a toilet on board the airplane but it was not available to the pilot since he was the only pilot. Bud wanted to load the baggage himself to stow it properly. Bud poured coffee and put it up front but Mr. Feldkamp did not remember ever seeing Bud drinking it. Mr. Feldkamp never saw Bud drink alcohol or smoke tobacco. Bud never indicated that he became sick on previous Mexico flights. Mr. Feldkamp was surprised to learn that Bud was 65. Bud once asked Mr. Feldkamp's son-in-law, a physician specializing in internal medicine, about arthritis. He never asked about heart issues.

Bud had been married a long time with no children. He maintained a second home at Searchlight NV. Bud's finances seemed good. He drove an old car and was very conservative. He saved money for a rainy day. Bud had flown in Vietnam, and once told a story about transporting a bull for a general in a C-130. He had not experienced previous emergencies. It seemed unusual since, with enough flight hours, you have stories. Bud wrote down every landing and hours, fuel use on flight, in his logbook. He was very meticulous.

Once, Bud performed a steep approach into a dirt strip at Gonzaga Bay, Mexico. Mr. Feldkamp was sitting in the right seat and asked whether they were high enough. They were fine. Bud made a high approach and put it down. The descent rate on approach was nothing abnormal, but to passengers it might appear that he dove right in. In a Cessna, by contrast, you glide in. Bud would be on a steeper descent with power than Mr. Feldkamp would use but Mr. Feldkamp was not sure how the slope would compare to a VASI or PAPI vertical profile.

Bud never turned down a trip due to weather or due to a safety issue. They would talk about the weather and, if weather were bad, they would not be able to go. But they were always able to go. Mr. Feldkamp had sat in the cockpit when there was weather or ice. Bud was quick to put on the de-icer and kept a flashlight to view the wings. He discussed with Center the best altitudes and was not afraid to talk to Center.

Mr. Feldkamp owned a ranch in Oregon with a small landing field that was about a three-hour flight away. If the weather is broken, they could get in there.


Bud performed instrument approaches down to minimums while Mr. Feldkamp sat in the right seat. One happened at Monterrey CA soon after Mr. Feldkamp purchased the airplane. Mr. Feldkamp told himself that he did not like instrument approaches.


Bud fueled the airplane himself if there was no attendant at intermediate stops. Mr. Feldkamp indicated that there was no Prist on the airplane to his knowledge.

Bud never performed straight-in approaches. Even in Mexico with no other traffic around, Bud always performed a standard approach. He always used flaps. There was an autopilot on the airplane, and Bud normally engaged it after takeoff and contacting the center. He would disengage it for landing.

On the accident flight, the only passenger with pilot experience was Mike Poland (who sat in the right cockpit seat). He took flying lessons when he attended Pacific Union College. He was an engineer and very mechanical, and he had flown in airplanes a lot. Three weeks before, he visited an airplane on static display. Mr. Feldkamp was sure Mike Poland could work the controls.

Mr. Feldkamp was perplexed as to why Bud diverted into Butte. There was nothing in Butte and he only had 45 minutes remaining to land to Bozeman. Conceivably, Bud had diarrhea from the Mexico trip. There were also two physicians on board who could have assisted him for medical problems.


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Tom Little
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Seattle, Washington



RECORD OF CONVERSATION

Thomas Little
Air Safety Investigator

Date: April 22, 2009 (11:15 am pst – telephone interview)

Person Contacted: Guy Yocum (one of aircraft owners)


Subject: WPR09MA159 (Butte, Montana 3-22-2009)

Mr. Yocum is one of the three (3) owners in partnership of the accident airplane. Mr. Yocum related that Mr. Summerfield had flown he and some friends to Cabo San Lucas, Mexico on March 5, 2009, and returned on March 8th. He also said he remembered the trip to Cabo San Lucas on February 7th. That trip departed at 0900 pst and arrived Cabo San Lucas at 1300 pst, of which there were 4 passengers and the pilot, Mr. Summerfield. Mr. Yocum stated that nothing unusual occurred on the flight, and that they flew in to downtown Cabo. He said that as far as he know Mr. Summerfield did a lot of walking and exploring and that he did not go out on Mr. Yocum's boat. He also stated that Mr. Summerfield very seldom every socialized with Mr. Yocum and his guests, that he was quite healthy, had a good "eating capacity," was very slender, and was in excellent health as far as he could tell. Mr. Yocum said that he was not a pilot, but flew up in the right with the pilot about 10 to 20 percent of the time. When asked if he ever had issues with Mr. Summerfield, Mr. Yocum said that he never had any issue with Mr. Summerfield, never observed him being reckless in the airplane, never panicked, performed well in bad weather situations, and never cancelled a flight. He did say that there was one instance on a Colorado trip when he moved the flight one day due to a weather situation. But other than that the only issue that he could remember that the partners had with Mr. Summerfield was when he had a "hot start" with then engine. Mr. Yocum said that they had to "prod" him to get the true story about how the hot start happened.

Mr. Yocum said that on the day of the accident he was at home when he heard about it. He related that all the times he flew with Mr. Summerfield there were never more passengers on the airplane than there were seats. When asked about Mr. Summerfield's use of the airplane's checklist, he said that Mr. Summerfield

used it every time, but that he never saw him do a weight and balance. He said that from a passenger's standpoint, he was very comfortable with Mr. Summerfield as a pilot, then commented, "What a great pilot." When asked to relate a story about Mr. Summerfield, Mr. Yocum thought for a minute before telling about the time they were going into Dallas Love Field, Dallas, Texas, when they experienced an extreme crosswind, and how well Mr. Summerfield handled it. He also commented about the adverse weather conditions they encountered on a flight going in to Albuquerque, New Mexico, which was "stormy with lots of turbulence," and how well Mr. Summerfield handled the situation.

Mr. Yocum described Mr. Summerfield as in excellent health as far as he know, was a very private individual who didn't want to talk too much, but did talk about the Navajo job some. He characterized Mr. Summerfield as one who did not start conversations..."you had to initiate them, "and someone who basically kept to himself. When asked how he might describe Mr. Summerfield's professionalism, Mr. Yocum said he would rate him "highly" in that area


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Seattle, Washington



RECORD OF CONVERSATION

Malcolm Brenner
Thomas Little
Air Safety Investigators

Date: April 15, 2009

Person Contacted: Larry Jacento, Airplane Co-Owner
Eaglecap, Highland CA

Subject: WPR09MA159: pilot background information

In a telephone conversation, Mr. Jacento stated the following information:

He used the accident airplane for a trip to Mexico that was its final trip before the accident. There were seven passengers including him. They arrived at Redlands, were seated on the airplane, and departed about 11:30 AM on Wednesday March 18, 2009. The accident pilot ("Bud"), who flew the trip, was ready to go when they arrived. The flight to Mexico was routine, weather was OK with occasional chop, and there were no problems landing at the small, recently constructed airport.

In Mexico, the passengers spent several days on a yacht while the pilot, who normally did not socialize or stay with the passengers, took his own cab to a nearby hotel. Mr. Jacento had no interaction with the pilot prior to the return trip, which departed the airport about 10:30 AM on March 21. The airplane landed at the border on the return trip to complete customs requirements and everyone, including the pilot, deplaned and used the opportunity for a toilet break. Mr. Jacento talked briefly with the pilot in normal chitchat during the customs break. The pilot looked good, like normal. He seemed rested, fresh and bubbly. He did not look tanned. His bags went through customs along with those of the passengers.

Following the customs break, the flight returned to Redlands and everything went smoothly. There were no problems with either airplane or pilot. As he deplaned, Mr. Jacento thanked the pilot and complemented him on a good flight. About 1400, Mr. Jacento departed the airport in his car and saw that the airplane was still outside with a fuel truck next to it. Mr. Jacento thought that the pilot was putting in extra seats and fuel in preparation for the next day's flight (the accident trip).

After the accident, the pilot's car was found parked in the hangar. They opened the trunk

and there was nothing inside.

Mr. Jacento became a co-owner of the airplane about 3 years ago and had flown about 20-30 times with the accident pilot. Bud was always on the ball and on time. He made every move count. He was a straightforward person and all business. He always seemed like a good pilot (and Mr. Jacento had flown with many pilots although he is not a pilot himself).

Bud never turned down a trip due to weather. He always made sure the weather was good, and the worst they experienced on the trips was clouds and rain. He was not an aggressive pilot. Bud had flown children many times; for example, Mr. Jacento's two grandchildren (ages 7 and 9) were passengers on the Saturday flight from Mexico.

Bud's health seemed very good. He exercised and swam laps. He was stout and hard as a rock and routinely loaded luggage himself on the airplane. On the Mexico trip, Bud loaded the entire luggage consisting of perhaps 8 to 10 bags of average weight. Bud never mentioned medical issues while Mr. Jacento knew him. Mr. Jacento had observed Bud remain in the pilot seat for 6 ½ hours without taking a toilet break, such as during the trip to Watuko Mexico in the past year. Bud had two scars around one or both ears, a round circle as though from surgery.

Personally, Bud was normally quiet. He and Mr. Jacento had discussed wartime service in Vietnam since they had both served there. Bud flew Caribous in Vietnam while Mr. Jacento served in the army. However, Bud was quiet about his wartime experiences and provided few details. Bud also said he used to fly air ambulance for the Indian Nation.


Mr. Jacento met Bud's wife several times. She accompanied them on a trip to Reno at the invitation of Mr. Jacento's wife, and traveled with them perhaps one or two times to Mexico about 1 ½ years ago. Bud's wife was quiet and engaged only in casual conversation. Mr. Jacento did not know whether Bud had children but thought there was a daughter.


Mr. Jacento knew that Bud was scheduled for the accident trip about one week before it happened. It was a group trip to Yellowstone.

Bud was the sole pilot for this airplane. He was on call 24/7, although he occasionally took vacations when the airplane was in the hangar for service. Bud was a contractor rather than an employee of Eaglecap. He received a salary (not an hourly rate) and the company paid hotel and other expenses for trips. Sometimes the company flew him back commercially from trips. Bud billed the company for expenses through his Las Vegas corporation.

Bud would always descend somewhat steeply but this did not bother Mr. Jacento. Bud was very smooth. Regarding steep turns, like a large circle pattern to slow down, Bud would sometimes be brought in high by air traffic and he would circle to land. Mr. Jacento had seen him fly big circles in a holding pattern and, in his opinion, this was the way Bud always landed. The airplane loved to fly. Mr. Jacento did not know Bud's autopilot use. Bud frequently flew on instruments. Bud used checklists and performed walkarounds to check everything. The company never used any other pilots.

Mr. Jacento sometimes flew in the cockpit sitting in the right seat next to the pilot. When someone flew in the cockpit, Bud remained quiet as usual but, if asked, would explain things.


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RECORD OF CONVERSATION

Malcolm Brenner
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Air Safety Investigators

Date: April 15, 2009

Person Contacted: Steve Krieger, Airplane Passenger
Eaglecap, Highland CA

Subject: WPR09MA159: pilot background information

In a telephone conversation, Mr. Kreiger stated that he knew the accident pilot ("Bud") through Dr. Feldcamp, with whom he had been a friend since college. He first met Bud when Dr. Feldcamp bought the Pilatus PC-12.

In October, they took a trip to Tuxtla Mexico. There were three passengers: Dr. Feldkamp, Dr. Summerour, and himself. The two doctors were participating in a vintage car road race while he and Bud ferried the airplane from stop to stop along the race route. They just moved the airplane from point to point. They did not try to follow the cars or do low flying. Just repositioning.

There was a shortage of hotel rooms along the route. Mr. Krieger already made hotel reservations and, since nothing else was available, invited Bud to stay with him. He shared his hotel room with Bud for 7 nights. Then the doctors crashed their car in Nuevo Laredo and they all returned to the United States.

The initial flight leg of the trip departed at 0300. Bud was really tired when they arrived the first night and he went to bed early. He brought his own pillow, which he used to cover his eyes. He was still on his back in the morning and slept well.

Bud was a private person with good habits. He never drank a margarita, and they did not stay up late. He was "a little bit corky and to himself." He never used tobacco but did drink coffee. He was never sick and did not have diarrhea in Mexico. He did not snore. He looked dead when he slept, like a board. He would just pop up in the morning and shower. Maybe his pillow killed light.

They spent time visiting the race and, during breaks, they were tired. Bud liked old cars; they both spent hours in the pits. At the hotel, they had dinner and Bud broke off.

Mr. Kreiger, who was more outgoing, tried to get Bud to be less serious and succeeded in getting him a little loosened up. Bud was normally quiet to himself.

Bud did not exercise, although he walked a little. He seemed athletic and looked excellent. He was very lean. He did not take medications. When tired, Bud was more grumpy and irritable. There were no signs other than these little temperament issues. He seemed disciplined. He was quiet about his wife and family.

For long hauls from Mexico, Bud always brought lunch. For food, he usually brought sandwiches with standard food like hamburgers. They also ate out. Mr. Krieger never saw Bud have a drink. Bud was never sick, but he did get tired. He could be irritable in the cockpit from being tired.


Mr. Krieger, who is retired, is an aerobatics pilot with 3,000 flight hours in single-engine airplanes and 250-300 hours in aerobatics. He flies the 210 Bonanza airplane. He had flown about ten trips as a passenger on the accident airplane, all trips longer than 1,000 miles, and often sat in the cockpit. He once observed Bud perform a steep descent during an approach to Cuernavaca Mexico. They could see the airport but Mexican air traffic control initially held them up high. When they started down they were on an extended left downwind. Bud pulled power and gear and performed a radial descent, 360 degrees to land. Descent rate was 2,500-3000 feet per minute.

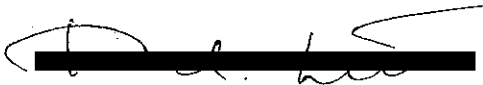
Bud's normal descent was fairly steep with power. It was not shallow, with a greater than average descent rate. Overall, however, Bud was a very conservative pilot. They flew approaches into several uncontrolled fields and Bud flew them correctly. He always landed to the south with a left-hand downwind. He flew a full pattern. Bud was a very conservative pilot, other than in that one descent.

Mr. Krieger stated that he never saw Bud use a checklist. When Bud was in a hurry, Mr. Krieger did not remember him using a checklist. Bud knew the airplane well.

Bud never took a toilet break, except at customs on the ground. There was no co-pilot so he did not have the opportunity for a toilet break. Mr. Krieger's longest leg was 4-4 1/2 hours.

Bud flew transports in the military and flew for the tribal nation.


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RECORD OF CONVERSATION

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Air Safety Investigators

Date: April 15, 2009

Person Contacted: Dr. Bud Summerour, Airplane Passenger
Eaglecap, Highland CA

Subject: WPR09MA159: pilot background information

In a telephone conversation, Mr. Summerour stated that he is not himself a pilot. He had flown in the accident airplane as a passenger 5 to 10 times since his friends purchased it. In October they took a trip to Mexico for a car rally so he spent much recent time in the airplane.

On the flight down to Mexico and back, the pilot ("Bud") seemed calm and focused as normal. He always loaded the airplane. There were three passengers on the trip down, and they added two more passengers for the trip back to Tucson. Bud was friendly and relaxed. He was very much in charge and his landings were normal.


Mr. Summerour interacted socially with the pilot a lot during this rally in Mexico. He stopped each night and met Bud and Steve Krieger for dinner. They ate Mexican food but nothing unusual. They stayed in nice hotels. Bud ate normally. He never experienced diarrhea from traveling in Mexico. Bud was friendly during the trip. He waved, took pictures, and enjoyed himself.

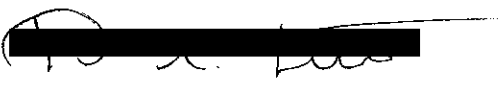
Dr. Summerour did not know whether Bud exercised, but noted that he seemed very fit and looked younger than his late 50's. He was always slender. Bud moved in an easy way, with no limp and no shortness of breath. Bud did not take medicine while they were together. Dr. Summerour never knew Bud to use the toilet on the airplane, even though the flights lasted as long as two or even three hours.

Dr. Summerour, a physician, is a psychiatrist. He described Bud as alert, sharp, and pretty compulsive. Regarding temperament, Bud seemed levelheaded with no strong emotion. Dr.

Summerour had never seen Bud angry. Bud had positive expectations in life. He was a bit stoic, and might not want to alarm anyone in the event there was a flying problem. Bud never talked about flying although Dr. Summerour knew Bud had served in the military.

Dr. Summerour heard about a sweating event reported by Pete Nelson, a dentist and friend of the owners who was sitting in the cockpit. Dr. Summerour did not observe this event, and it was the only potentially negative information of which he was aware concerning Bud's medical condition.


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RECORD OF CONVERSATION

Malcolm Brenner
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Air Safety Investigators

Date: April 15, 2009

Person Contacted: Peter A. Nelson, Airplane Co-Owner
Eaglecap, Highland CA

Subject: WPR09MA159: pilot background information

Mr. Nelson, a dentist, was a co-owner of the accident airplane.

In a telephone conversation, Mr. Nelson stated that he had flown at least one dozen times with the accident pilot ("Bud") often riding in the cockpit next to him. The pilot was always very professional, very sharp. He could land as smooth as glass.


Following the accident, Mr. Nelson was reminded of a possible medical event involving the pilot. In August or early September 2008, Mr. Nelson flew from a ranch in Oregon to St. Luis Obispo CA in the accident airplane with the pilot. Mr. Nelson was seated in the cockpit and, during the flight, observed the pilot break out briefly in a sweat. It lasted for one minute or less and the pilot wiped his forehead. The pilot did not say anything. It was over Reno in the course of the flight while they were still at elevation. The flight was routine and all instruments were fine. The weather was good, although there were many clouds that the pilot was maneuvering around.


The sweat just seemed unusual. It was very little. He wiped his forehead quickly. Mr. Nelson looked at him and the instruments and wondered why he was sweating. Mr. Nelson considered but rejected the idea that Bud was maybe getting excessive sun in cockpit. Mr. Nelson did not remember the pilot looking uncomfortable. The pilot did not express anything verbally. There was no evidence of chest pain and, subsequently, there was nothing unusual about the pilot's speech pattern. He just broke out in sweat. It was very light and did not seem significant at the time. Neither of them said anything. Mr. Nelson did not think of it again until after the accident.

Bud's health was always good. He was spry, fit looking, and a little skinny. He hopped in and out of the airplane. He ate well and spoke about good health. Mr. Nelson observed

Bud eat snacks on the airplane that consisted of fruit, juice, and light snacks only. Socially, Bud sometimes ate out with the passengers. Mr. Nelson, who was a "health nut" himself, said the pilot seemed to be one as well. Bud never smoked, never drank alcohol even on the yacht or even two days prior to flying. Mr. Nelson never observed the pilot exercise. The pilot said he walked quite a bit, but Mr. Nelson never saw running or swimming.

The pilot's landings were all straight in. He never aborted and never maneuvered to get in. The steepness of his descents seemed normal. They seemed smooth, they even glided in, and he never landed with flaps up. He always pulled out checklists. As soon as they reached cruising altitude, he would pull out his notebook and take notes on flight time, and so forth. Mr. Nelson, who is not a pilot, felt very secure and confident flying with him. They had landed on dirt strips in Alaska and Mexico. The pilot attended to detail and knew what he was doing.


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RECORD OF CONVERSATION

Malcolm Brenner
Air Safety Investigator

Date: April 15, 2009

Person Contacted: Richard S. Gordon, M.D.
Pilot's Air Medical Examiner (AME),

Subject: WPR09MA159: pilot background information

Dr. Gordon was the physician who completed the accident pilot's airman medical examinations from September 6, 1995 to the most recent examination on 4/14/2008. Dr. Gordon was a pneumatologist and a private pilot with several hundred flight hours.

In a telephone conversation, Dr. Gordon indicated that he had reviewed the medical records for the accident pilot ("Bud") and recalled him vaguely. The pilot was in very good health and held a valid second-class certificate at the time of the accident (and had initially maintained a first class certificate).

The pilot had a history of cardiac catheterization as a teenager that was reported on the form. However, his EKG was normal and Dr. Gordon heard no murmurs. The pilot also had some scars from a hernia operation. He wore corrective glasses.

Dr. Gordon last saw the pilot about one year ago. The pilot did not use prescription medicine and did not request it. He did not use alcohol. He did not have a history of sweating profusely. To the best of Dr. Gordon's knowledge, the pilot did not have a personal physician. Dr. Gordon did not have information about the pilot's health insurance coverage.

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RECORD OF CONVERSATION

Malcolm Brenner
Air Safety Investigator

Date: April 15, 2009

Person Contacted: John and Judy Jacobson, Parents of a passenger

Subject: WPR09MA159: pilot background information

In a joint telephone conversation, Mr. And Mrs. Jacobson stated that their last conversation with their daughter or son-in-law was on Saturday March 21, 2009. They received two routine recorded telephone voice messages from their daughter on Sunday March 22 from Vacaville prior to her departing on the accident flight. Mr. And Mrs. Jacobson tried unsuccessfully to contact their daughter and other persons involved in the flight via cell phone once they learned from television news that there had been an accident. They had no additional information about the accident.

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