



RECORD OF CONVERSATION

Andrew L. Swick
Aviation Accident Investigator
Western Pacific Region

Date: April 19, 2022
Person Contacted: Gary Groff-General Manager of Operations, Hillcrest Aircraft Company
NTSB Accident Number: WPR21FA283

During a telephone conversation Mr. Groff told me that he has known the pilot and his wife for about a year and a half, before learning how famous of an aviator the pilot was. He reported that the pilot would routinely perform his engine runup at the approach end of the runway prior to takeoff. He would see the pilot do this in his Sportsman, Aerostar and the Marchetti. Never did he see the pilot taking off mid-field, "not once." He also stated that the pilot's preflight inspections took a very long time.

I asked Mr. Groff where the cameras were located at the Hillcrest facility on the day of the accident. He stated that they were mounted on the main hangar and faced north towards the fuel island. The cameras would not have been able to view the pilot's hangar, taxiway D or the intersection of taxiway D and the runway 12.

Mr. Groff stated that the accident airplane was parked in a T-hangar (No. 3), just south of the main hangar, facing the ramp, prior to the pilot and his wife showing up that morning. After Mr. Groff met with the pilot and his wife that morning and he had his employee pull the accident airplane out of the T-hangar. When asked if his employee would have installed the flight control lock in the accident airplane, he said that this employee would have never done that and would have had no reason to get into the airplane.



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