

ZOË KELIHER  
Sr. Air Safety Investigator  
Office of Aviation Safety – Western Pacific Region

---

All persons listed were interviewed by NTSB personnel (unless noted):

---

The following is a summary of conversation:

JUDY CASEY (FUELER)

Ms. Casey stated that the pilot arrived for the Thanksgiving holiday. He turned in the rental car about 4:15 PM and went out to the airplane about 4:45 PM. He indicated that he was scheduled to leave about 4:50 PM and stated that “we’ll get above it” regarding the fog layer.

MONTY MARLOW

Mr. Marlow was an employee and a friend of the pilot for over 25 years and had regularly flown with him throughout that period. He described the pilot as a brilliant man who was very talented at math and strong-willed; he was not particularly organized. He recalled that he had a meeting on Tuesday where he planned to be in Utah. He had discussed that at the airplane was not ready by Monday he would find other means to get there. He usually flew with the knee board or clip. In listening to the audio with the air traffic controllers, he stated that the pilot would normally ask those type of questions and he didn’t think anything was unusual about the repetition. This was very normal for the pilot and he would often have people clarify names and instructions.

KEN FIRESTONE (FLIGHT INSTRUCTOR FOR SIMCOM)

Mr. Firestone stated that he remembered meeting a training the accident pilot. He recalled the pilot stating that he didn’t fly in IMC and tries to avoid the clouds. He thought the pilot’s skills on the Garmin 530 were a little above average. They teach to keep the Garmin GNS on map screen (moving map in arc view) and for departure, monitor the course deviation indicator (CDI). After climbing to 1,000 feet above ground level (agl), the pilot would select the autopilot to heading mode.

TORRANCE GEORGE (JET CENTER)

Mr. Torrance stated that when the pilot landed, there was fuel dripping under the airplane and the pilot stated he was burning more fuel than he had expected. The fuel hose on the right side of the airplane was leaking from a split in the steal-braided hose. It was the hose from the auxiliary fuel pump to the crossfeed line. He ordered a new fuel hose and then refueled the airplane. He could not recall the position he left the fuel selector in the cockpit.

MACKENZIE HAWKINS (INTERVIEWED BY THE MEDFORD POLICE)

---

Ms. Hawkins was the driver for Mercy Flights unit 2, Hawkins was traveling Northbound on Biddle Road at approximately 1652 hours and was nearing Knutson Avenue when she observed a plane nearly collide with the ground near Biddle Road. Hawkins described the aircraft as a twin engine propeller plane Hawkins said the aircraft was white in color. The plane was travelling Northbound in front and above her vehicle. The plane was on the West side Of Biddle Road traveling North, and she observed the aircraft fly down through the fog until it was approximately twenty to thirty feet above the ground. The aircraft pitched upward and gained altitude quickly. Hawkins told me the aircraft was in a steep climb, and began to roll to its left side. She lost sight of the aircraft through the fog and moments later, she observed the aircraft falling nose down toward the ground. She then saw the aircraft collide with the South West side of the Airport Chevrolet Service Center parking lot, The aircraft exploded seconds after it impacted the parking lot.