



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: January 19, 2021
Person Contacted: Jon Wenrich [REDACTED]
NTSB Accident Number: WPR21LA082

Narrative:

During a telephone conversation Mr. Wenrich stated the following:

- First became acquainted in December 2020 when he was introduced to Mr. Boehlke who was interested in a local real estate proposal involving Centrex.
- The meeting went well, and they then met in person on January 6, 2021. They then planned to meet again in December 11 with a member of the Portland Port Authority to discuss the deal further.
- During various conversations Mr. Boehlke stated that he had owned Harbor Airlines, and Tacoma Narrows airport during the 90's and early 2000's, and that he still owned a small runway on Whidbey Island.
- Mr. Boehlke stated that he owned and flew multiple aircraft, including Learjet 24F/30/45/60's, multiple King Airs, a 1947 Mallard (which was for sale) and a Grumman Albatross. He had about 14,000 hrs. of flight time. He stated that his goal was to purchase a Challenger.
- With regard to N3RB, Mr. Boehlke stated that he did not want to purchase the airplane it because it had very high time, and did not appear to have been well maintained, so he made an offer with multiple repair demands, including the replacement of both engines, that he assumed would be turned down. To his surprise, the seller agreed, and he bought the airplane.
- Mr. Boehlke did not relay the specific problems with the airplane during initial negotiations, or discuss any ongoing maintenance problems.
- The airplane was kept at Troutdale, however the hangar was not appropriate, because they needed to lift the airplane off its nose in order for the tail to clear the top of the hangar door.
- Mr. Boehlke stated that he held a CE560 rating, after completing training in Arizona at the end of 2020.



INTERVIEW SUMMARY

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Interview Date: January 11, 2021
Person Contacted: Kellam Durrett [REDACTED]
NTSB Accident Number: WPR21LA082

Narrative:

During a telephone conversation Mr. Durrett stated the following:

- Mr. Durrett first met Mr. Boehlke in October 2020, when he was hired as a contract pilot.
- He was initially hired to perform post-maintenance test and then a repositioning flight from Uvalde, Texas to the Portland area.
- Mr. Boehlke did not hold a CE-560 rating, so Mr. Durrett continued to provide pilot services a handful of times during October 2020. (All flights listed below).
- Mr. Durrett was the PIC for these flights, with Mr. Boehlke sitting in the right seat and observing. Mr. Boehlke did not fly the airplane, so he was not able to judge his capabilities.
- Mr. Durrett used the autopilot throughout the flights, and Mr. Boehlke commented that because he was not a professional pilot, he preferred to “hand fly” the airplane.
- Mr. Boehlke was scheduled to start Citation training in Scottsdale at some point after the November 22nd.
- He is not aware of Mr. Boehlke ever flying N3RB on his own.
- It was his understanding that the airplane was relatively high time, but it was in good condition, having undergone a panel and interior retrofit and the overhaul of both engines in 2020. There were minor squawks following the work performed in Uvalde in October. One such squawk was that the thrust levers were a little tight, and Mr. Boehlke thought the battery was old and should be replaced (although there was no evidence it was malfunctioning). Mr. Boehlke stated that he would have those items fixed in Troutdale.
- Mr. Durrett stated that he had listened to the audio from the accident, and wanted to pass on that Mr. Boehlke sounded quiet, but that he was generally soft-spoken.

10/15

KUVA-KUVA: test flight #1

KUVA-KUVA: test flight #2

Crew: Kellam Durrett & Rick Boehlke

10/16

KUVA-KTVL: fuel stop

KTVL-KPDX

Crew: Kellam Durrett & Rick Boehlke

10/17

KPDX-KPIH: business trip

KPIH-KPDX

Crew: Kellam Durrett & Rick Boehlke

1 passenger: Scott McKeever

10/18

KPDX-KTTD: repositioning to Troutdale

Crew: Kellam Durrett - single pilot

10/22

KTTD-KSDL

Crew: Kellam Durrett & Rick Boehlke

Ending Hobbs Time: 13744.4



INTERVIEW SUMMARY

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Aviation Accident Investigator
Western Pacific Region

Interview Date: January 11, 2021

Person Contacted: Mitch Ange – Owner of Arizona Type Ratings [REDACTED]

NTSB Accident Number: WPR21LA082

Narrative:

During a telephone conversation Mr. Ange stated the following:

- Mr. Boehlke arrived at the facility toward the end of 2020, with the intention of getting training to upgrade to a commercial pilot's license, along with a CE-560 type rating and single pilot exemption.
- He flew with an instructor at the facility, and after 3-4 hours of flight training, it became apparent that attaining these qualifications was going to be a struggle.
- He was advised that he should instead aim to get the "crew" type rating, and they crafted the training as such.
- He continued to receive training, spending about one month in the Scottsdale area (although he did leave briefly for a business trip), but after about 15 flights and approximately 20 hours of flight time, it became apparent that he was not going to be able reach a good enough standard for the crew rating.
- He decided to return home, flying back with one of the company examiner pilots, and he did not return for further training. The company pilot who flew back with him stated that his performance on that trip was still, "quite weak".
- With regard to the airplane, it had relatively high time, but had recently undergone an avionics upgrade which included the addition of a Garmin 750 avionics package. Both engines had also been replaced.
- None of the pilots who flew the airplane observed any system anomalies, or mechanical issues.
- He had a small dog, which was with him at all times including on all flights.



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: January 11, 2021
Person Contacted: Scott McKeever [REDACTED]
NTSB Accident Number: WPR21FA082

Narrative:

During a telephone conversation Mr. McKeever stated the following:

- He is a business associate of Mr. Boehkle.
- He considered Mr. Boehkle his boss and good friend, and he had known him since the 1990's.
- Mr. Boehkle was an entrepreneur, always looking for business opportunities. He had owned various real estate development and aviation companies in the past, including an FBO in Tacoma Narrows, and a small "puddle jumper" airline, "Harbor Air" in the Pacific NW.
- A number of Mr. Boehkle's business had gone bankrupt, and over time they had lost contact with each other, but began to interact and work together again about 5 years ago, and about 1 year ago Mr. Boehkle asked him to join the Senexus retirement community real estate development company.
- Mr. Boehkle had talked about, "switching gears" and getting back into aviation development, and was planning to meet with various stakeholders on Monday 11 January, to discuss the potential purchase of Troutdale Airport.
- Mr. McKeever is a pilot, but does not hold a type rating in the Citation. He had flown with the Mr. Boehkle many times, including in the accident airplane.
- Mr. Boehkle holds multiple type ratings, he was passionate about aviation, and owned many aircraft including a T-28, Learjet 24, Albatross and Robinson R22. He estimated a total flight time in excess of 25,000 hours.
- The accident airplane was a recent purchase, and whenever he flew with Mr. Boehkle in it, they were accompanied by an instructor, Kellam Durrett, who was type rated in the Citation 560.
- Mr. Boehkle took training for the Citation 560 type rating and single pilot exemption in Scottsdale at the end of 2020, but it was his understanding that the training was never completed.

- He was proud of the accident airplane, and over the last 6 months was still learning how to use all the “bells and whistles”.
- With regard to Mr. Boehlke’s flying skills, he was a very accomplished pilot, but had a tendency to do things, “his own way”. Mr. McKeever elaborated on this term, and stated that he was headstrong, and as an example, although he was not aware of Mr. Boehlke flying the accident airplane on his own, Mr. Boehlke had mentioned that he was confident he could fly it solo. Mr. McKeever advised him not to do this.
- The last time they talked was the Thursday before the accident, and on that occasion, he stated that he was going to hire a Citation rated pilot to continue the training.
- Mr. Boehlke seemed very fit for his age, and Mr. McKeever had not perceived any degradation in his flying skills.
- He does not know the purpose of the accident flight.
- The airplane maintenance logbooks were stored in a pull-out draw in the airplanes cabin.



INTERVIEW SUMMARY

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Western Pacific Region

Interview Date: January 11, 2021

Person Contacted: Cindy Ontkean [REDACTED]
[REDACTED], **Mike Ontkean** [REDACTED]

NTSB Accident Number: WPR21LA082

Narrative:

During a telephone conversation Mr and Mrs Ontkean stated the following:

- Cindy is the sister of the pilot Richard Boehkle, Mike is her husband.
- Richard was very active, and they were not aware of any medical issues.
- He was motivated, talked about future projects and plans, they perceived that he had lots to look forward to.
- He was a very private person, and they didn't even know he had purchased the accident airplane.
- They do not know who he could have flown with, but stated it was not unusual for him to fly to somewhere like Boise for flight experience, get lunch, and then come back.
- He takes his dog with him everywhere, but did not on this flight, so they assume it was to be a day trip.
- Mr. Ontkean stated that both he and his son had listened to the air traffic control audio of the accident flight, and the pilots voice sounded normal, with no perceived slurring. They were more concerned with what appeared to be a radio contact problem.