



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: Aug 17, 2021
Person Contacted: Jonah Jenkins, [REDACTED]
NTSB Accident Number: WPR21FA321

Narrative:

During an in-person interview, Mr. Mr. Jenkins stated the following:

- Mr. Jenkins is an A&P mechanic but stated that does not work on airplanes as a career anymore because it is too stressful.
- He met Parker about 5-6 months prior to the accident, when Mr. parker purchased the accident airplane. Parker seemed ambitious, smart, was new to aviation, and was a very congenial personality, and he considered him a friend.
- When they met, Parker was trying to find a hangar, and they agreed he could keep his airplane in Mr. Jenkins' hangar.
- The airplane was purchased in March, during which time a prebuy/annual inspection was performed. Mr. Jenkins did not perform any maintenance on the airplane, beyond two oil changes (the last of which occurred 3 months before the accident), and he had never seen the logbooks, and thinks they are kept in the airplane or at Parkers house.
- He described the airplane as being in better than average condition, with an engine that had about 1,500 hrs. SMOH.
- After consultation with Parker, they decided to install a strengthened nose strut, oversized tires, and vortex generators. Although the parts arrived, the work had not begun before the accident. However, at some point, following purchase, the wheel pants were removed.
- Parker had stated that he had a previous career in the Navy, and in real estate, and that he had recently moved back in with his parents.
- He was concerned because Parker appeared to be doing tour flights, and appeared to be advertising flight services, yet the airplane had definitely gone beyond 100 hours since the last annual inspection.
- He prompted Parker to start doing 100 hr. inspections, but that did not materialize. He also stated that drug test would be needed, but that did not happen. From then onwards, he became

wary of being associated with the operation of the airplane, concerned that he could lose his A&P certificate. He felt that Parker was pushing the limits of a part 91 operation and should have been part 135.

- Parker stated that he wanted to start flying passengers in the back country, but Mr. Jenkins told him that the Cessna 182 was not appropriate, and he should consider another airplane.
- Specifically, Parker had approached him stating he was going to fly passengers into Mexican Mountain. This was very concerning, because the Cessna 182 was not an appropriate airplane for such an airport.
- Parker was considering buying an airplane with his uncle. Specifically, a Cessna 421, but he doesn't think it went through.
- Teya Clarke was Parker's business partner.
- No idea if Parker had flown up the accident valley before.
- No idea who the passengers were.
- He last saw Parker Wednesday (4 days) before the accident. The airplane had been detailed that day, and it looked to be in very good condition.
- The airplane was equipped with an O-470 engine, a standard "six pack" instrument panel, and a Skybeacon ADS-B system in the taillight. There was an Appareo Stratus onboard, which may have been used to feed the iPad that Parker used for navigation with ForeFlight.



INTERVIEW SUMMARY

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Interview Date: Aug 24, 2021
Person Contacted: Luis Valencia [REDACTED]
NTSB Accident Number: WPR21FA321

Narrative:

During a phone interview, Mr. Valencia stated the following to NTSB Investigator Eric M. Gutierrez:

- He and his brothers stopped at the top of the ridge for a rest stop.
- Heard the sound of an airplane and looked down into the canyon.
- The airplane was flying low in the canyon, below the rest stop.
- He mentioned to his brothers how low the plane was.
- Heard the airplane engine accelerate and lost visual sight of the airplane.
- He could no longer hear the airplane and believed the airplane departed the area.
- He then heard the sound of an explosion followed by rising smoke.
- He called 911 and reported the accident.
- Photo of rising smoke taken shortly after the accident attached, taken at 1911.



Photo taken shortly after the accident



INTERVIEW SUMMARY

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Western Pacific Region

Interview Date: Aug 15-Sep 13, 2021
Person Contacted: Mark Edwards : [REDACTED]
NTSB Accident Number: WPR21FA321

Narrative:

During an in-person interview, Mr. Edwards stated the following:

- Mr Edwards is the father of Kallie Edwards.
- He is a current SkyWest Airlines pilot, and Kallie had just accepted a pilot position with SkyWest and was to begin with them shortly.
- Mr Edwards does not know the significance of the flight, but Kallie's husband had never flown in a GA airplane before, this was their wedding anniversary, and the flight path took them close to the Temple they were married in.
- Kallie flies for Utah State University, and Mr Edwards regularly follows her flight tracks. He has never seen her fly into canyons. She has never flown in a Cessna 182; she is a very trusting person.
- The accident canyon had no specific significance to her. He has driven up the Skyline Drive loop which overlooks the canyon many times before, and he has never ever seen an airplane flying in it.



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: Aug 17, 2021
Person Contacted: Teya Clarke, [REDACTED]
NTSB Accident Number: WPR21FA321

Narrative:

During an in-person interview, Mrs Clarke stated the following:

- Teya is a close friend of Parker, she met him in January 2021.
- She works as a CFI at Utah State University (USU). Parker was enrolled in the USU flight program, and this is how Teya met him.
- Teya described Parker as persuasive, friendly, and “bubbly”. He was a positive and uplifting person, his enthusiasm was infectious, and they quickly became good friends.
- In March 2021, Teya was looking to purchase an airplane in a partnership, when by chance she saw Parker on the local ramp with a Cessna 182 that he had just purchased.
- Although she did not go into partnership with him on the airplane, they ended up both flying the airplane together on a regular basis.
- He expressed an interest in creating an aviation-related business, and although she was not officially his business partner, they had started to make plans to create a business together. They were together almost every day discussing plans, and were in the process of creating a website, and organizing business cards. The company was to be called Apache Air Service.
- They had discussed the idea of providing flight training, and air tour services, specifically in Utah, and had started to look at other aircraft to add to the fleet. They did not hold a part 135 certificate, but Parker was pursuing it. At the time of the accident, the business had not officially started.
- Parker had reached out to multiple potential customers for providing tour services.
- The Friday of the accident weekend they both flew to Kanab, UT in the accident airplane to discuss business ideas with potential customers, they flew the customers on demonstration flights over the weekend.

- They then flew back on the morning of the accident, having awoke at 0600. They then departed on a direct flight to Bountiful, because Teya needed to be back for an appointment at 1100. They landed at 0930, the flight lasted 1.82 hours.
- The night before, Teya last saw Parker at about 2200, and thinks he went to sleep about 2230.
- Prior to departure they added fuel to the airplane, just short of full tanks, conscious of weight limitations with flying full fuel.
- During that flight, Parker was happy and enthusiastic about the business meetings, and talked about how much he enjoyed flying. Specifically, he talked about how lucky he was to fly in the region, and that he couldn't wait to share the experience with others.
- Upon arrival, they pushed the airplane into hangar, took all their belongings, during which Parker said he was going home to nap, and would be flying some friends later in the day, and then going to Ogden to look at another airplane.
- She did not hear back from Parker and got a call at 0400 the following morning that he had not returned.
- Parker stated that the accident flight was to take his CFI and her husband on a local tour flight to celebrate their 1-year anniversary. He did not state where they were going but did say that he wanted to make sure they had an enjoyable time, and that he would make the trip memorable for them. He stated it would be a short trip, no longer than 30 mins.
- Although Teya has flown with Parker over mountains, they have never flown low altitude mountain flying, and she could not understand why they would have taken the accident route.
- She is not aware of him flying that route before, and he generally flies over Antelope Island when he wants to take people on scenic flights. He is generally very cautious and conservative when flying.
- Teya has met Kallie before, but not her husband. Kallie is also a CFI at USU.
- Teya stated that the airplane performed well, in the local area it generally climbed at 500-700 fpm at an airspeed of between 80 and 90 knots with 2 onboard and full fuel. It generally performed better in the climb with a passenger in the back seat. In cruise with 2,300 rpm and 20 inches manifold pressure it consumed about 11 gph of fuel.
- Visibility on the morning of the flight was between 5 and 6 miles in haze, but they found that dropping down under the class B airplane afforded better visibility and situation awareness. Wind was very calm. Visibility was not ideal, but "doable".
- The airplane was equipped with a four-point harness in the front, and three-point harnesses in the back. Parker always uses all four straps of the front harness.
- Even with the front seats in the flying position, it is possible to climb into the back of the airplane, and she has witnessed Parker do it many times before.



INTERVIEW SUMMARY

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Interview Date: Aug 19, 2021
Person Contacted: Ashley Wolthuis
NTSB Accident Number: WPR21FA321

Narrative:

In an email dated August 19, 2021 sent to NTSB Derek Freckleton and FAA Paula Behrend, Mrs Wolthuis wrote the following:

"Hi Paula and Derek,

Sorry for the delay in getting you this email. I had wanted to speak with my husband, and see if he had any additional information to share as he was also at my brother's house with me and Parker, and spoke to him right before Parker left the house.

On Sunday, August 15, Parker sent me a text that came through at 8:16 am. I'm not sure if that's when he sent it, or if it came through after I woke up and turned my phone on. The text was just a link to a company that sells pre-built homes.

Sometime between then and 10 am, Parker called me to tell me why he sent me the link. We (Parker, my brother Josh and I) were discussing the possibility of buying a piece of land in Southern Utah and Parker wanted us to see these houses as an option of what to put on the land. In the phone call Parker told me how excited he was about what had transpired on the trip he just got back from regarding a rural airstrip he was trying to get open near Mount Carmel Junction to be able to be used for the community of East Zion as well as the forest service so they could use the strip as a base for forest fires as the closes base is in Cedar City. He told me he wanted to talk with me and Josh about his plans that day. He mentioned that he needed to go home and he would be there until we met at Josh's house.

At 10:35 am that Sunday I received another text from Parker telling me to meet him at Josh's house at 4.

At 3 pm I, my husband and 2 kids arrived at Josh's house. We went straight to the backyard and my husband and kids got into the swimming pool while I worked on my phone. It was after 4 pm and

Parker hadn't shown up yet so I decided to get into the pool while I waited. I would guess it was around 4:30-4:40 pm when Parker and Josh walked out to the pool. Parker had said he had been inside for just a minute and had been showing Josh a picture of the land we were considering on Google Earth.

Parker, Josh, and I then walked over to a covered deck to talk while my husband and kids stayed in the pool. We discussed buying some land and going in on a house that Parker could use as a base while establishing this new airstrip, for just over an hour.

At one point Josh left the table to take a call I believe. Parker and I were still in a discussion when Parker suddenly stopped talking and looked over his shoulder like something had caught his eye. He was facing away from the mountains while he was at the table. I asked Parker what he was looking at, and he said the mountains. I again asked him why, and he said he was actually just looking to see if the smoke conditions in the sky had changed. I asked him why he was looking at the smoke (it was just very strange that he stopped mid-conversation to look behind him) and he told me he was going flying soon.

I told him that was stupid (I am not a pilot or know anything about planes, other than they make me nervous), that he could fly any day and there was no reason to go that evening. I told him the weather forecast was calling for rain at the beginning of the week and it should hopefully clear the air, and told him just to wait a few days.

He then told me that he had to go up that night. That he was doing a favor for another pilot. He said, that it was the pilot's anniversary and she really wanted to fly her husband over the Bountiful Temple. He also mentioned that Logan wouldn't rent her a plane because of the smoke but that she was adamant that she wanted to fly over the temple on Sunday and not wait a few days. He assured me that they would be fine. He reminded me that he doesn't take risks in the air and then told me that this other pilot had a ton of experience as well. He then reiterated that he couldn't say no to her and that she had something to show him. I have no idea what that something was referring to. I assumed it was dealing with flying, but honestly, it could have been completely unrelated to the flight.

At this point, Josh came back to the table and offered Parker a beer. Parker turned down the beer and told Josh he was going flying. Josh then asked Parker why he was flying that night and Parker kind of brushed it off and gave Josh some short reply about needing to do a favor. We made plans that Parker was coming over to my house the next night for dinner and to give my kids a ride in a Bronco that Parker had purchased recently. I told him goodbye and he walked off and said goodbye to my husband as I gathered our things. By the time I got up to our truck, Parker had left. This was between 5:40-6 pm.

That was the last we saw, spoke to, or heard from Parker.

The next morning, Monday August 16th I received a text from Josh at 4:28 am, saying, "Call me when you get this."

I don't typically sleep with my phone on and I didn't receive his message or any of his missed calls. At around 5:30 am I woke up to use the restroom and turned my phone on when I went in the bathroom. I noticed Josh's messages and calls and called him. He answered the phone crying and told me that Parker's plane had crashed after he left us that night. I woke my husband with the news, and I mentioned that I didn't know if Parker had still been with that pilot and her husband, or if he had gone back up later because I didn't realize the Sheriffs hadn't notified my brother for so long.

At that point my husband informed me that Parker had told him as he said goodbye at Josh's, that he was going flying with one of his instructors at USU. That Logan wouldn't rent her a plane and so she asked a favor of him. My husband assumed it was an older instructor by the way Parker mentioned her. Like an authority.

As a glimpse into Parker's personality, Parker was always doing favors for people. If he gave someone his word that he would help them, he would. But he also didn't question authority. I don't know if that's from his time in the military, but if someone was an authority figure, Parker listened to them. I can't see many scenarios where Parker would receive a call from one of his instructors, asking for help and Parker not saying yes. We didn't realize how young she was until I saw the press release her parents had sent a couple of hours after we were notified of the crash. I'm assuming Parker would have also considered her a friend as well.

As I mentioned to you this morning, the way that Parker spoke about flying that night made me question that he was the pilot. He never mentioned that his instructor was looking for someone to fly her and her husband over the temple, he always said that she wanted to fly over the temple. He also told me and my husband the same story about her not being able to rent another plane. But he never said she hadn't been able to find another pilot. I don't know, it just stuck out as strange. I wish in hindsight I would have thought to delve deeper and ask more questions and keep him home. I don't know if any of this is of interest, but thank you again for speaking to me outside this morning.

I just didn't want to plant questions in my brother and sister-in-law's minds while their grief is this new.

Ashley Wolthuis"