



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: January 31, 2019
Person Contacted: Curtis St. Andre, [REDACTED]
NTSB Accident Number: WPR19FA077

Narrative:

During an in-person interview Mr. St. Andre stated:

- He has been friends with the pilot, Mr. Regis, since childhood.
- He described Mr. Regis as a skiing enthusiast, with a history of parachute jumping, flying, skiing, surfing, and an avid outdoorsman. He stated that although he liked adventure, he considered him to be safe and well organized.
- Mr. Regis often flew to Mr. St. Andre's house in Coolidge, Arizona.
- Mr. Regis had called Mr. St. Andre the Monday before the accident, stating that he planned to visit him in Arizona at some point soon, but he did not give a specific date. They had not seen each other in several months. Mr. St. Andre asked that he let him know closer to the time the exact dates, because he had planned to work and did not want the visit to interfere.
- On the trips from Oregon to Arizona, Mr. Regis would typically stop at Carson City or Bishop for fuel, and he would not typically fly around Mount Hood, but would rather fly direct.
- Mr. Regis had been flying for 22 years, and Mr. St. Andre has flown with him on many occasions, and often in mountainous terrain. On one such occasion he flew through the crater area of Mount St. Helens, with Mr. St. Andre on board.
- Mr. Regis always tops off the airplane at Grove Field Airport (1W1) prior to each flight.
- On Monday 28 January, Emelyn Regis called him to say she did not know where Mr. Regis was, so he attempted to reach him with no success.
- Mr. Regis always carried an iPad mounted airplanes yoke.



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Interview Date: January 31, 2019
Person Contacted: Darrel Dasher, [REDACTED]
NTSB Accident Number: WPR19FA077

Narrative:

During a phone interview Mr. Dasher stated:

- Mr. Dasher owns Dash Aviation, a maintenance facility at Troutdale Airport.
- Mr. Regis brought his airplane to Dash Aviation on the morning of January 25 to have the propeller dynamically balanced.
- The airplane had just come out of its annual inspection, and the mechanic who performed the inspection noted broken components including a cracked turbocharger bracket. As such, the mechanic recommended the propeller be balanced to reduce engine vibration.
- The balance was performed, by the addition of a small weight on the spinner bulkhead, and the drilling of a small hole. The work was routine, and nothing abnormal was observed.
- Mr Dasher has met Mr. Regis on multiple occasions before, but he noted that this time Mr. Regis appeared in pain, was hobbling, and having trouble getting in and out of the airplane. He had not seen Mr. Regis like this on the prior occasions.
- He thought nothing more of it and Mr. Regis Departed in the airplane about 1500.
- The following week, after Mr. Dasher learnt of the accident, he was approached by mechanics in his facility who all relayed similar observations regarding Mr. Regis' mobility.
- Mr. Regis did not say where he was going, but earlier in the week when he was scheduling the work, he stated he needed to have the balance performed ahead of a trip he planned to take in the airplane to Arizona.



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Interview Date: January 31, 2019
Person Contacted: Emelyn Regis, [REDACTED]
NTSB Accident Number: WPR19FA077

Narrative:

During an in-person interview Mrs. Regis stated:

- Mrs. Regis is the wife of the pilot, George Regis. They have been married for 13 years.
- He has owned the airplane since the mid-90's, and typically flies it once per week. She does not get involved in the management or operation of the airplane, and has flown with him several times, although she is not particularly comfortable flying. She has flown with him around the peak of Mount Hood on multiple occasions, and during the interview she provided a video of such a flight.
- Mr. Regis had made mention of flying to Phoenix soon, but had not given a specific date.
- On the day of the accident he appeared his usual self. He went to bed about 2230 the night before, and woke at 0600, his usual time. There was nothing unusual about his sleeping habits the week leading up to the accident
- Regarding his health, he was experiencing lower back problems, for which he was going to get surgery in February, and was scheduled for a pre-op visit on February 4, in advance of the surgery. She presumed the injury was due to his work (he installs commercial flooring).
- Tests performed in preparation for surgery revealed that he had Hepatitis C.
- He was experiencing stress from work pressures, he owned his own business, and had burdens typically associated with running the business, but nothing happened recently that would make him experience more stress than usual.
- She is not sure of the airplane's insurance status, he typically kept airplane-related information to himself.
- He would typically go flying on the spur of the moment, often local, and he would usually not share his plans regarding those flights.
- Often, he would go flying over a weekend, and not discuss where he was going. She would try to reach him via phone, but he often would not respond, and would always be back after about two days. He stated that he needed the time to decompress, and apologized for being unavailable during those times. The trips never lasted more than two days.

- On the day of the accident he made no mention of going flying, and had planned to meet Emelyn at a job site at 1100, where she was going to help.
- He never showed up, and she sent him an iMessage which her phone indicated had been read. He then called and said he was not at work, but at Troutdale Airport with his airplane, and she did not need to help at work, because he had found a general contractor to assist instead.
- He usually finished work by 1600, but by 1700 he had not returned home, so she sent him an iMessage, which her phone indicated was delivered. She continued to send messages asking where he was, but did not receive a reply, and she assumed he had gone away again for a few days, possibly to Arizona as previously discussed.
- By Monday (January 28) he had been gone for three days, which was abnormally long, and she became concerned. She called his friend in Arizona (Curtis St. Andre), who said he was not there. She then went to the airport and found his truck parked, and his airplane missing.
- She noticed that his briefcase was still in the truck, which was unusual, because he takes it with him on long overnight trips.
- She then filed a missing person's report with the local Sheriff's department.
- His airplane was equipped with a panel-mounted iPad, which he always used for what she believed to be navigation and weather.



INTERVIEW SUMMARY

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Interview Date: January 31, 2019
Person Contacted: Tony Regis, [REDACTED]
NTSB Accident Number: WPR19FA077

Narrative:

During a phone interview Mr. Regis stated:

- He is the brother of the pilot, George Regis.
- George had made tentative plans to fly Phoenix, where Tony lives, although a date had not been set. He had not shared his schedule, which was normal. He stated that George would visit his friend in Coolidge while enroute.
- Tony stated that on those trips George always departed in the morning, and never flew at night. In his opinion, George would not fly around Mount Hood while enroute to Phoenix, and he believes the accident flight was recreational rather than the planned trip to Arizona.
- With regards to George's health, he had a history of back problems, for which he was soon to go into surgery to treat.
- He was also recently diagnosed with Hepatitis C, and was set to go for treatment. Tony's wife is a physician's assistant and had reviewed George's medical records after he received the diagnosis.
- George appeared in good spirits during recent conversations, and nobody in the family had any concerns for his mental health.
- The airplanes engine was overhauled in the last few months, by mechanic "Ken" in the Portland area.
- George has owned the airplane since the 90's.
- Mr. Regis has not flown with the pilot in a few years, but on a number of occasions his brother had a habit of flying with his seatbelt not latched.