



NTSB RECORD OF CONVERSATION

Investigator name: Shaun Williams
Title: Senior Aviation Accident Investigator
Region: Alaska

Date: 06 June 2018
Person Contacted: Mark Overholtzer
NTSB Accident Number: ANC18FA041

Narrative:

On June 3, 2018, about 1900 Pacific daylight time, a Mason Hal J KitFox Model 1, experimental light sport airplane, N375KF, sustained substantial damage during an impact with Fir trees near Blue Skies Airport (OR87), Salem, Oregon. The wreckage of the airplane was discovered June 4, 2018.

Mr. Overholtzer stated that he was the accident pilots flight instructor for a couple of months. He did not know much about the accident airplane other than the accident pilot purchased it and had been working to get it ready to fly. Regarding the accident pilot, he said that he had solos "in a reasonable amount of time." He had completed all his cross-country flights and they were in the checkride preparation phase, with the checkride scheduled for June 21, 2018. He last flew with the accident pilot 1.5 weeks prior to the accident. He told the accident pilot he would be going out of town and this would be a good time to go out and do a couple solo flights. They had been scheduled to fly at 1000 on June 6. All of the accident pilot's endorsements were in the Cherokee. He was not sure if the pilot trained with anyone else while he was gone. He said the pilot had been talking about getting tailwheel training. All discussions were that he wanted to do the checkride in the Cherokee and then transition to tailwheel. He estimated the pilot had about 35 total flight hours and needed a couple more hours of solo time and another hour or so of instrument time. He said the pilot impressed him as far as learning really quickly and having the skills. He picked up on things quickly.

On June 2nd, he texted the pilot to ask how flying was going, to which he replied that everything was going good. He was going to be taking the accident airplane in for a condition inspection on June 6.

He said he never saw the accident airplane in person, only in pictures and he never fly in the plane.

When asked about the accident pilots emergency training, he said he was "pretty good with it all." He said the pilot was a very mechanically inclined person. He worked on cars and



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motorcycles growing up. He understood systems really well. He said he was an easy and quick learner with that sort of thing. He said they practiced engine failure procedures and best glide. They only did low altitude engine failure practice in the traffic pattern abeam the numbers. He would not simulate engine failures low altitude in the practice area. He wants the student to be able to make the runway. He never had any concerns with the accident pilot as far as that was concerned.

He said the accident pilot told him right about the time they started flight training that he was thinking of buying a Kitfox. Mr. Overholtzer was not thrilled, but the student bought it anyway. The student told him he was working on it and painting it and also did a logbook modification to it. As recent as a week prior to the accident, the accident pilot told him he was finishing up some work on the wheels and brakes and talked about doing a condition inspection. They discussed doing tailwheel training and who might be able to do that for him. He said he had no idea the pilot would be out test flying the airplane before the condition inspection was done. He said maybe the pilot found someone to give him some instruction and sign off the condition inspection.

He stated that the accident pilot was pretty busy with his business and owned 4 or 5 bars in the Salem area. He had been building cars and motorcycles and doing custom jobs and fabrication work.

He said he did not get an anti-authority sense from the accident pilot. He knew he needed a tailwheel endorsement and knew it needed a condition inspection. He received a text from the pilot on Saturday before the accident saying that he was bringing it in for a condition inspection on June 6. He said the pilot was "really excited" about the new landing gear that he was putting on it.

He said the accident pilot was a single dad to two children. He had mentioned difficulties surrounding that situation. He said the pilot seemed like businesses were doing ok. Mr. Overholtzer said that the accident pilot impressed him as a pretty young guy and being responsible and having businesses and employees and getting them turned around.

END OF INTERVIEW