



RECORD OF CONVERSATIONS

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NTSB Accident Number: CEN12FA088 – N6485L, Piper PA-31 at New Orleans, LA

In the three weeks following the accident involving N6485L at New Orleans, Louisiana, on November 29, 2011, I had several e-mail messages from, and I spoke on the telephone several times with Inspector Al Terry of the Federal Aviation Administration (FAA) Flight Standards District Office in Baton Rouge, Louisiana.

Inspector Terry told me that he had spoken with Mr. Richard Graham, the registered owner of N6485L.

Mr. Graham told Inspector Terry that Mr. Douglas Johnston had flown his Navion from Utah to Calxico on November 28, 2011. On the morning of November 29th, 2011, Mr. Johnston arrived at the Calxico airport about 0500 PST and departed in N6485L about 0600.

Mr. Graham said that Mr. Johnston had a stroke about ten years ago, but he seemed to be currently in good health.

Mr. Graham was familiar with the passenger on the accident flight, Mr. Jamie Lopez Valdez. Mr. Valdez had stayed at the hotel that Mr. Graham owned for approximately two weeks prior to the accident flight.

Mr. Graham, who speaks both Spanish and English, said Mr. Valdez did not speak English, and said that Mr. Johnston's language skills in Spanish were minimal, at best.

Inspector Terry also spoke with Mr. Kevin Johnston, the son of Mr. Douglas Johnston, the pilot of N6485L.

Mr. Kevin Johnston stated that a couple of years ago his father had a medical procedure clear the coronary arteries of plaque and that he had currently been taking blood pressure medication.

When Inspector Terry described the prescription medications, aspirin, and over the counter pain medication found in the airplane, Mr. Johnston confirmed that the medications were his father's.

Mr. Kevin Johnston also said that his father fell off a ladder five or six years ago and that accident resulted in trauma induced contusions and a pierced lung.

Inspector Terry reported that FAA records show that Mr. Douglas Johnston had reported on his most recent FAA Application for Airman Medical Certificate on October 17, 2011, that his flight experience included 9,500 total flight hours, with 40 of those flight hours in the previous six months.