



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator, NTSB Investigator-In-Charge (IIC)
Central Region

Date: June 21, 2017
Person Contacted: Kim King
NTSB Accident Number: CEN17FA227

Narrative:

During a telephone conversation, Kim King stated that on the day of the accident, her son had played in a championship baseball game and after the game, they arrived at the airport about 2130 mountain daylight time. She was accompanied by her two younger sons. She said that her husband did “all the preflight checks” of the airplane. She said she was “real nervous about his flying.” She said her husband did an engine runup by the hangar area, which is a “large space” and everything “looked good, sounded good,” and the airplane then taxied to the runway.

She said that she saw the airplane airborne by the time it flew in front of her truck and “everything sounded okay.” She said that her son aboard the airplane texted her and when she looked back up, the airplane was out of her sight. She said she did not see any flames from the airplane/engines; she said that she “never saw flames.” She said that she could not see any smoke, if any, since it was dark outside. She said her truck was parked “close by” one of the hangars, which blocked her view. She said the takeoff was “normal.”

She said that the airplane took off from the runway that was furthest from the hangar. It was the “long” runway where the fire engines are kept. She assumed that the airplane taxied to the approach end of the runway where there is a “little jut out.” She said her and the kids could not see the airplane at that point. She said the airplane lifted off about half down the runway and there was “plenty of runway” remaining for the airplane to “set back down.”

She said that she saw a white light on the airplane during its taxi. She said that she saw “flashing lights” from the airplane and that is how she knew where the airplane was during its taxi. She thought the flashing lights were on after the airplane lifted off the runway.

She said that she was inside her truck when she watched the airplane takeoff. She does not remember if the windows to the truck were open. She said that she could not hear the airplane engines until the airplane was near the truck. She said the airplane was over the runway, and she did not know which direction “he was going.” She said the airplane was “well above the truck” and the takeoff was “smooth and easy.” The hangar blocked her view of the airplane after it climbed out. She said there was no “sinking” of the airplane, and it was a “normal takeoff.”

She said that on the day of the accident, she left the house before anybody was “up and away.” She said that her husband got up about 0700-0730 on the day of the accident and does not know what time he went to work. She said it was a “relaxing” morning for everybody; they were going to the championship baseball game. She said her husband went to work at his office to do “some work” and did not have any meetings. She said her husband would “typically” go to sleep about 2130-2200 and wake up at 0700-0730, which he did on the day before the accident.

She said that her husband did not “express any problems with the airplane.” They had just flown to Abilene on Friday and flew before that in the airport traffic pattern. She said that Steve Hightower had flown the airplane with her husband’s brother. Nobody else flew the airplane aside from Mr. Hightower and her husband.

She said that her husband’s most recent pilot logbook was in the airplane. He would carry that logbook in the airplane. She said she has an “old” pilot logbook from when he was going to be a commercial airline pilot and went through the Mesa Development Program.

She said that her husband went to the doctor on the day of the accident and had a blood pressure of 122/80. She said his stomach had been sick “a lot lately,” but it was nothing that would have prevented his flying.

She said that when her son sent a text from the airplane, about 2220, she looked up and saw a “fireball.”

She said that she did not know what “he was doing at the end of the runway” before the takeoff. She did not know if her husband performed another engine runup at the end of the runway. She said the he would perform a second set of checks at the end of the runway on previous takeoffs.

She said that her husband would use the autopilot on the airplane.

She said the airplane was configured with a pilot, copilot, five passenger seats, and a potty seat.

She said that her son communicated “no warning” from her son aboard before the accident.

She said that she has exterior and interior photos of the airplane, which she will provide to the NTSB IIC and she will also provide a map showing her location, takeoff point, and hangar location. The IIC provided her an email address to send those materials.

As taken by:

Mitchell Gallo