

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:40 PM	DATE 09/17/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Carson Chase: [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT Jeff Makepeace			
DIGEST Mr. Chase identified himself as one of Mr. Makepeace's flight instructors. He was Mr. Makepeace's third flight instructor and the person who signed him off for Mr. Makepeace's check ride in March. Mr. Chase said that Mr. Makepeace had approximately 150-160 hours of training when they began working together and that Mr. Makepeace had around 200 hours when he took his check ride. Mr. Chase said that he hadn't worked with Mr. Makepeace since his check ride but that he had talked to him about beginning his instrument training in the near future. He also knew that Mr. Makepeace had taken a Cirrus course in Las Vegas and had recently completed a mountain flying course at the Colorado Pilots Association at Denver-Metro Airport. Mr. Chase also mentioned that Mr. Makepeace's wife had taken a right seat course on how to use radios, using the autopilot and how to deploy the parachute if needed. I asked Mr. Chase to tell me about Mr. Makepeace as a student and pilot. He said that Mr. Makepeace was a business owner who had done pretty well for himself. He said that his training was pretty laid back and that he never felt rushed or pressed to finish him on a timeline. Mr. Chase stated that he had noticed some impulsive decision making through in Mr. Makepeace through his training. Mr. Chase said that sometimes he struggled to get Mr. Makepeace to understand that you don't get second changes when you make mistakes flying. He			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/28/2017	TITLE Aviation Safety Inspector	SIGNATURE Matthew A Blad Digitally signed by Matthew A Blad Date: 2017.09.28 09:34:23 -06'00'	

said that Mr. Makepeace wanted to live a certain lifestyle that included using this airplane to travel for pleasure and business. He said that the image of his lifestyle was his priority. Mr. Chase did state that he remembers specific conversations with Mr. Makepeace about the risks and hazards of mountain flying at night. Mr. Chase said he was surprised to hear that Mr. Makepeace would attempt this flight under those conditions.

I asked Mr. Chase about his name being on flight plans in this tail number. He said that he had plans to fly this plane later and that the flight plans had been filed electronically. I asked him if he knew any specifics about the plan for this flight and he said that Mr. Makepeace had briefly mentioned it when they talked a few days prior. Mr. Chase said that Mr. Makepeace had said he didn't want to leave later than 6:00pm and that he would use ForeFlight to obtain weather and flight plan information. He also said that Mr. Makepeace's aircraft did have Nexrad/XM information but he knew that there are some areas along the route that don't get weather information. He also said that Mr. Makepeace rarely filed flight plans.

I asked Mr. Chase to give me more details on how he was involved with this accident. He said that TRACON had called him at some point after they had lost radar contact with the aircraft. He said that they found his name on some flight plans that had been filed for future flights. Mr. Chase said he then called the Air Force and Civil Air Patrol, and Garfield County Sheriffs office in attempts to locate the aircraft and begin searching for it.

After this conversation I thanked Mr. Chase for his time and asked him to contact me if he came across any information he thought could be helpful to this investigation.