



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 9/24/17
Person Interviewed: Joe Cornelius (TVF FBO Owner)
NTSB Accident Number: CEN17FA361

Narrative: In a conversation with Mr. Cornelius, he stated the following:

- The first time he ever saw the pilot was on Sept. 17th when he flew to TVF
- The pilot told him and another local pilot that he descended through the clouds into TVF
- The pilot refueled at the self-serve pump and departed shortly after
- The pilot flew into TVF on Friday Sept. 22. There was a low cloud layer that afternoon
- He was washing an airplane on the ramp when the pilot landed
- The pilot told him that he didn't file a flight plan and came in through the clouds
- The pilot commented that his iPad charging cable was not working properly
- The pilot asked him for a paper sectional chart. He did not have a paper sectional for sale, but he was able to find an outdated 2015 version after searching around the airport. He gave the chart to the pilot. The pilot did not tell him why he needed the chart so badly
- The pilot told him he was going to install ADS-B in his airplane soon
- The pilot refueled at the self-serve pump on 9/22 and probably took 55 gallons of avgas. This is based on the self-serve fuel pump not being reset and no one else using the pump
- The pilot rode in a local taxi from TVF
- Mr. Cornelius arrived at TVF on Saturday morning, Sept. 23 around 0830 and noticed the pilot's airplane was gone already

End of conversation.



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Date: 10/5/17

Person Interviewed: Michael Swanson – witness near accident site

NTSB Accident Number: CEN17FA361

Narrative: In a conversation with Mr. Parker, he stated the following:

- He lives under the flight pattern for a lot of airplane traffic at TVF
- He house is about 1 mile southwest of the accident site
- On Saturday Sept 23 he woke up about 0730
- He heard an airplane overhead that didn't sound right so he looked out his back window
- It sounded like maybe something was beating against the side of the airplane
- Something sounds structurally wrong with the airplane
- The airplane sounded like it was directly over his house
- He didn't hear any more airplane sounds for about 30 seconds
- Then he heard an airplane engine "over revving" for about 7 seconds
- The airplane sounded like it was descending really fast and the engine was over revving
- Then an explosion knocked a vase off of his wall
- He left his house and drove to the accident site where he saw a wing on the gravel road
- He noticed a torn clevis on the aileron of the same wing
- He estimated that the cloud layer was about 250 feet above the ground
- He described the weather conditions as "fog and low clouds"

End of conversation.



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Date: 9/25/17
Person Interviewed: Adam Rybakowski – taxi driver
NTSB Accident Number: CEN17FA361

Narrative: In a conversation with Mr. Rybakowski, he stated the following:

- He picked up the pilot from TVF airport around 1740
- He made small talk with the pilot and asked about his flight
- The pilot said it was “a terrible flight” and that it was not a good experience flying in this time
- The pilot seemed to be shaken up and upset about the bad flight
- The pilot flew at 1,500 feet because of the clouds being so low

End of conversation.



RECORD OF CONVERSATION

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Date: 9/29/17
Person Interviewed: Dean Parker – pilot's employer
NTSB Accident Number: CEN17FA361

Narrative: In a conversation with Mr. Parker, he stated the following:

- He knew the pilot for about 18 years and they were very good friends
- The pilot was the finance manager for Dean's business
- He thought the pilot had a pilot's license since the 1970's
- The pilot owned two airplanes and likes to fly frequently – most weekends
- He did not fly for the business very often, but he did offer to fly some of their employees last September (2016) for Arctic Cat training in TVF
- Dean would reimburse the pilot for fuel expenses when he flew for the business
- On Sunday Sept 17th he flew two employees, Brian and Zach, to TVF for Arctic Cat training
- On Friday Sept 22 the pilot flew back to TVF to pick up the employees
- He left early on Friday since the weather was concerning to the pilot
- On Friday about 1700 Dean received a call from Brian after their training was complete
- Dean understood they weren't going to depart TVF until Saturday morning and would stay in TVF on Friday night

End of conversation.