



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Aaron Nahale – Pilot of N444AN
NTSB Accident Number: CEN18FA168

Narrative:

During the conversation, Mr. Nahale stated the following:

- During the flight he changed frequencies to approach and was directed to FIRBY at 9,500 ft
- The controller asked him if he could make a 90° turn and then they proceeded to provide him vectors for the approach
- He started the approach about 8,500 ft and the controller asked him to “speed it up”
- He could hear the controller directions to the other Cirrus, specifically asking the Cirrus to fly to the west of the runway centerline
- He soon realized that the other Cirrus was in his flight path
- Mr. Nahale proceeded to “center the needle” and stated that he was in the clouds from 9,500 ft for the entire approach
- He continued his descent, turned all of his lights on to increase his visibility, and heard that the other Cirrus was off of his 11 o’clock
- Mr. Nahale broke out of the clouds about 6,300 ft and could see the runway without restrictions
- He stated it was overcast and “foggy”, no turbulence, and the bases of the clouds were ragged
- He could hear the communications between the Cirrus and the tower but never saw the accident airplane either in the clouds or after he broke out of the clouds



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Person Contacted: Nathan Knutsen – Pilot of T-45
NTSB Accident Number: CEN18FA168

Narrative:

During the conversation, Mr. Knutsen stated the following:

- He described the cloud cover as a dark, solid, overcast layer, broken between 800 ft and 1,000 ft agl with a solid overcast at 7,500 ft msl.
- He heard the traffic call for the Cirrus at 7,500 and was in the clouds at the time of this call
- He had no visibility issues when he broke out of the clouds about 800 ft agl
- He stated that the weather did seem to come out of “nowhere”, he had flown in from Colorado Springs and stated that it was clear in Colorado Springs
- Mr. Knutsen stated that he was in the clouds the entire time and was as high as 3,000 ft agl
- He stated that there was no precipitation, no icing, and no turbulence
- When the landed it was nighttime and overcast