

# Memorandum of Conversation

Date: 8 November 2017

Time: 1100 central standard time

Conversation Including: Mike Patton;  
VP/Chief Operating Officer of Winco, Inc.

Conversation Regarding: CEN18LA026, N138WH

Duration of Call: 10 Minutes



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## Summary & Factual Information from Conversation:

Mr. Mike Patton is the Vice President and Chief Operating Officer of Winco, Inc. Mr. Patton made the initial notification to the NTSB on the day of the accident and requested to be the primary point-of-contact for the investigation.

Mr. Patton was told to email a copy of the pilot's statement as soon as possible. Mr. Patton was also told to complete a NTSB 6120.1 accident report within 10 days of the accident.

Mr. Patton explained that the length and configuration of a long line is selected by the pilot after considering the lineman tasks to be completed, any obstacles along the flight path, and the wind condition. Mr. Patton acknowledged that the accident may have been prevented if the nylon long line had been equipped with an abrasion-resistant cover, and that a metal long line would have provided more abrasion protection than a synthetic long line. Mr. Patton explained that it is difficult to inspect a long line for damage when the abrasion-resistant cover is installed. He also noted that the use of a metal long line is not advisable when the powerlines are energized.

--- End of interview summary ---

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I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: \_ Andrew Todd Fox (NTSB Air Safety Investigator) \_

Dated: \_ 08 November 2017 \_