



## RECORDS OF CORRESPONDENCE

**Michael J. Folkerts**  
**Aviation Accident Investigator**  
**Central Region**

**Date: November 4, 2018**  
**NTSB Accident Number: CEN19FA021**

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Mr. Dennis Peckham, a friend of the pilot and a pilot himself, provided the following information:

- While he was farming north of Watertown, South Dakota, the pilot called him at 1108 during taxi out at Clark County Airport (8D7), Clark, South Dakota.
- The pilot was planning to fly to Sigurd Anderson Airport (1D7), Webster, South Dakota, which was about 40 miles northeast of 8D7.
- The pilot asked Mr. Peckham what the weather was like near Watertown, which was northeast of 8D7 (Clark) and closer to 1D7.
- Mr. Peckham informed the pilot that the ceiling was “pretty low clouds” at his location.
- Based on his conversation he had with the pilot, Mr. Peckham expected the pilot to attempt to remain below the clouds and “scud run” from 8D7 to 1D7.

Mr. Roy Aldrich, a friend of the pilot and a pilot himself, provide the following information:

- Mr. Aldrich flew with six times with the pilot in the Cessna 210 accident airplane and about 15 times in an airplane that Mr. Adrich owned.
- Mr. Aldrich described the pilot as a very “gung-ho guy” and sometimes in a “go-go-go mode”.
- He described the pilot as very knowledgeable with operating the Cessna 210 autopilot and avionics system. He described the pilot’s hand-flying skills as not as sharp.
- On a flight with the pilot on September 20, 2018, the ceiling was low, and they waited for weather conditions to improve prior to their takeoff. After the conditions improved somewhat, the pilot made the takeoff and turned on the autopilot at 50 ft above ground level.
- During the climb, the pilot encountered instrument meteorological conditions (IMC) and “climbed through a deck” until reaching a visual meteorological condition.
- Mr. Aldrich was not pleased with the pilot’s decision to enter IMC without an instrument rating or IFR clearance.