

From: [Patricia Rosario](#)
To: [Liedler Courtney](#)
Subject: Re: Jim Waller Accident Questions
Date: Friday, April 26, 2019 11:46:30 AM
Attachments: [image001.png](#)

Good morning Ms. Liedler,

For navigation, Jim would use the Garmin. It had 360° radar during flight. He would enter the airport call letters and the Garmin would project the vectors to that airport on the screen. The only time he used the auto pilot was during this trip but do not recall which leg of the flight. It got hot and he didn't use it again. (The actual device got hot not the plane.) On occasion, he would ask for the iPad but not for navigation. It would be for like if he may have gotten the airport call letters wrong or something like that.

Jim meticulously study the weather on the iPad the night before flight to make a flight plan, On this trip, we even delayed the flight several days to make travel during good weather conditions from northern California.

He lost the instrument panel about 15 miles out of El Paso airport (KELP). When he saw the battery loosing amperage, he let down the wheels a few miles prior to loosing the panel. I used a flash light to help him view the instrument panel upon approach. It that time, he radio the control tower to let them know he had lost power to the instrument panel. Jim want to come in behind the Southwest flight we knew was to land before us to take advantage of the Southwest plane's tailwind. The air traffic controller cleared him for landing. Jim ask the tower to let him know if his wheels down upon approach. The air traffic controller was very nervous and concerned. Jim just stop talking to traffic controller as he was getting under his skin. Jim was in control and the landing went smoothly. This airport has a very well lit runway. It was dark on the taxi way to the FBO. Jim or I could not see the taxi way without his front lights. The panel is to high for me to see it even if he had functioning lights but could have seen it if I leaned up and if he had lights. The traffic controller radio'd him making him aware he was on the grass. He corrected the plane's direction to the FBO. He took down the phone number the air traffic controller gave him to contact the FFA.

I hope this is comprehensive. Should you have any question about this or further, please advise.

Kindest regards,
Patricia Rosario



On Thu, Apr 25, 2019 at 4:51 PM Liedler Courtney  wrote:

Good afternoon, Ms. Rosario.

As I continue the investigation into Mr. Waller's airplane accident, I have a couple questions you may be able to help me clarify.

Did Mr. Waller use an iPad for navigation, weather or flight planning? Did he have an iPad he was actively using during your return flights from Ferndale, California? Also, you mentioned when you landed in El Paso, the airplane went into the grass area during landing. I understand the panel lost electrical power on approach, but did the landing light work or was there difficulty seeing the runway surface vs grass?

Thank you for your time and assistance.

Regards,

Courtney Liedler

Air Safety Investigator

NTSB - Central Region

Office - [REDACTED]

Fax - [REDACTED]

Email - [REDACTED]



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