



National Transportation Safety Board

Office of Aviation Safety – Central Region

Interview Summary: Pilot's Family (Wife and Sons) – CEN19FA155

Date: May 31, 2019

Location: Accident Site

Interviewer: Courtney Liedler, NTSB - Denver

Interviewee: Pilot's Wife and Sons

During the Interview, the pilot's family stated the following:

According to the pilot's family, the pilot was transporting a piece of irrigation pipe to a job site in Sealy. They explained the pilot was the owner of two irrigation companies; B&M Pump and Central Water Pump. They stated the flight from Seminole, Texas to Sealy, Texas was a new route for the pilot. The pilot flew at night on occasion but not much, most of the time he flew during daylight hours. The pilot attempted to fly the route the night before but told the family he turned around and returned to GNC because it was "too dark." He told his wife he would fly the route early the next morning; the airplane was "filled up and ready to go." His wife suggested they drive and meet someone halfway to Sealy, but the pilot stated he would rather fly. He was "in a hurry" to get the pipe to a job site in Sealy between 1000 and 1100 the next day. The morning of the accident, the pilot left his house about 0400 to head to GNC and the family estimated he took off about 0430.

He was familiar with flying over hilly terrain, flew both longer and shorter flights, and flew flights requiring multiple stops. Though, he flew more short flights than long. He often flew to Andrews, Texas to get fuel. He would typically get to cruise altitude and turn on the autopilot. The family stated he flew routes over the Guadalupe Mountains; and flew to Colorado and various areas in Kansas. The pilot typically flew about 1,500 feet agl and did not like to fly over towns, he typically planned routes to avoid them. The pilot always told his sons that he would watch the instruments "like a hawk, no matter what his body was telling him, trust the instruments." The family explained the pilot did not say much about flying, he "did his own thing."

The pilot went to sleep the night before the accident about 2230. He was not drinking and did not take any medication his wife was aware of. The pilot typically went to sleep about 2200 and woke up about 0630. He would typically go to McDonalds after he woke to get a cup of coffee. He got to bed a little later the night before the accident because he was reviewing his flight plan for the next day. The pilot also got to sleep later two nights before

the accident, he and his wife drove back from Mexico where they were visiting his parents and they did not return home until about 2330.

The pilot purchased the airplane 6 or 7 years prior; he also owned a Cessna 150 and a couple of ultralight aircraft he flew before getting his pilot's license. He completed all his pilot training for his private pilot license in the accident airplane. He did not fly consistently, there was a week in 2018 the pilot flew 8 flights in a week. However, it had been a couple months since he flew the night before the accident. He flew the Cessna 172 more often because it was stored in a hangar at the airport, ready to go, and the Cessna 150 is stored at his house. The family stated the pilot kept up to date with his pilot logbook entries and suggested there must have been a second logbook somewhere when advise the entries in the pilot logbook found in the wreckage ended in 2015.

The family was not aware of any recent maintenance completed on the airplane. The mechanic the pilot used for airplane inspections was in La Mesa, Texas. They stated the pilot was not taking any medications and had no medical concerns. Additionally, the family said the pilot had no mental health problems and they did not believe he felt any pressure from the operator to get the pipe fitting to Sealy.