



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: July 31, 2019
Person Contacted: Derek de Bastos, friend of pilot
NTSB Accident Number: CEN19FA236

Narrative: In a phone conversation with Mr. de Bastos, he stated the following:

He'd known the pilot for 15 years via bonanzas to OSH group. They both fly Barons and have been going to OSH for last 15 years. The big arrival didn't happen this year so they stayed in FLD. The group stayed in FLD this year in a big house, spent 6 days together. They went separate ways during the day.

Rockford to OSH on Saturday in mass arrival didn't happen because of weather. They flew down to Brookeridge Airpark LL22 (airpark outside of Chicago). Everyone was waiting on OSH field conditions to improve but they never did.

Derek was with the pilot at 3 different airports. The pilot did not fuel at LOT.

Derek says he flew his own plane to the east coast with family after OSH. He used a fuel totalizer which is pretty accurate. When he flew home to Colorado on 7/30/19 the right tank contained 9 gallons less than the left tank. He stated that something like that should not happen, something was screwed up. He asked himself, "did someone drain fuel from his tanks, where did the fuel go?" He wouldn't have noticed this until he topped off the tanks next.

He flew N8910U 5 years ago with the Shadin newly installed and they were very correct. Flew with the pilot in 2007 and he watched the pilot and his flying habits. They both did the same thing – use both the gauges and Shadin to monitor fuel. The gauges would corroborate the data from Shadin.

Derek would takeoff on the main tanks then run the aux down to 0-5 gallons. Then for landing or rest of flight he would use mains again.

He has not had any problems with his current Baron and the fuel transmitters. No transmitter problems with the previous Baron either – maybe a small issue with the transmitter ground but nothing major – can't remember details.

End of conversation.



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Date: July 31, 2019

Person Contacted: Glenn Olsen, friend of pilot / [REDACTED]

NTSB Accident Number: CEN19LA216

Narrative: In a phone conversation with Mr. Olsen, he stated the following:

He was also a part of the group with Derek de Bastos and the Browns (accident family) in the B2OSH group. They is a core group of 5-6 families that are very close and the Browns are right outside the core group but still very close friends with everyone else.

Browns came to his house in Downers Grove, IL, during OSH. He believes they were well rested and were in a good mood before takeoff from FLD on the day of the accident. Bedtimes and wake up times were all reasonable.

The group didn't make it into OSH and stayed in FLD because the OSH grounds were too wet. Pilot's son told him that he would be flying the airplane most of the flight back home since he was building hours. Glenn watched them to depart from FLD on the accident flight.

The pilot and son told Glenn that in Chadron they wanted to accomplish something – stop at firearms related store or camping gear store nearby? He can't remember exactly why they wanted to stop though.

He didn't see them get fuel at the FBO pumps, which were near midfield at FLD. He thinks they taxied straight to the runway for takeoff. There was a slight delay taxiing that day because of the traffic on the ground, a little more than 10 minutes probably.

The flights he recalled the Browns taking were as follows: they arrived Rockford on Friday. On Monday 7/22– Glenn met with the 5-ship in Lewis and flew to FLD around 12 noon, which was less than a 1 hour flight. N8910U sat at FLD until Wednesday morning. Then flew to Brookeridge Airpark (LL22). Then back to FLD. N8910U did not fly again until the accident flight.

They all had tents together next to Glenn's airplane at FLD. But the Browns airplane was about 60 yards away (see map below created by Glenn and sent to NTSB).



He remembered the Browns were parked by a hangar with Cessna parked next to him. The parking location at FLD was on a downhill slope. AUX may have appeared full when they weren't actually full.

Random note: on the ramp/grass area at FLD, they saw someone up on a ladder pouring fuel from a saucepan into his tanks and spilled all over his wing. Had a funnel in the fuel tank and was sloshing gas in the funnel. This happened on Monday or Tuesday, not sure which.

End of conversation.



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Central Region

Date: August 2, 2019

Person Contacted: Gary Voigt, FLD Fueller / [REDACTED]

NTSB Accident Number: CEN19FA236

Narrative: In a phone conversation with Mr. Voigt, he stated the following:

He was the fuel service employee who was driving the fuel truck at FLD on July 22, 2019.

He doesn't specifically remember fueling N8910U but he remembers some twin-engine airplanes next to the Flight For Life hangar in the grass. He drove around looking for the green fuel cards on hanging on the propellers and would provide the requested fuel. There would also be pilots who would flag him down as he was driving around and he would have them fill out a green card before fueling their airplane.

Since he made a notation "aux were full" on N8910U's green card, then the pilot was likely not present during the fueling otherwise he would have just told the pilot in person and not made the notation.

He remembered that there were a couple airplanes that had one full aux tank and one 'less than full' aux tank. He would just fill one side since the other one was already was full – he didn't think anything of it. He doesn't think that N8910U was one of these airplanes otherwise he would've made a different notation.

End of conversation.