



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: February 13, 2020
Person Contacted: Michael Winterboer, witness
NTSB Accident Number: CEN20FA076

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

He was flying at GDJ that day and there were a lot of people in the traffic pattern. It was a beautiful day to fly with great weather and fairly light wind. There was an older model Cessna, blue and white color, doing takeoffs and landings at the same time that he was in the area. They were doing a lot of touch-and-go landings. He thought maybe it was a local training airplane.

He heard some communications from the accident airplane. He remembered that while he was doing aerobatic maneuvers someone made a radio call for a straight in long final and 14 miles out. He believed that was probably the low wing accident airplane. He did not remember any unordinary radio calls from anyone.

When he entered the pattern, a low-wing airplane and a Cessna were also in the pattern. The low wing was flying a really slow and wide pattern. He had to complete several S-turns for proper spacing, so he didn't catch up to the airplane. He was behind the low wing in the pattern and stated that it landed, the pilot announced a full stop landing, then the airplane turned on the taxiway by fuel pumps. He landed next and did not see where the low wing airplane again.

End of conversation.



RECORD OF CONVERSATION

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Date: February 14, 2020
Person Contacted: Whit Coffield (pilot's brother)
NTSB Accident Number: CEN20FA076

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

James was never married and had no kids. No one really stayed in touch with him. Whit stayed in touch with him more than most people but still not very much. Last time he spoke with James on February 1, 2020.

Cameron Cummings flew with James several times. He lives in Tulsa. Hasn't flown with him a lot other than for their hunting trips.

Whit talked to people at MWL airport who knew that James had the airplane fueled on the morning of the accident, then was departing for a short flight, then back to MWL.

James had no reason to crash the plane on purpose. There was nothing negative going on in his life that would lead to turmoil. No financial issues at all and he was not depressed. He was always looking forward to the next hunting trip.

Whit called James's personal doctor on February 14 and is waiting on a call back. Wanted to know if there was anything medically wrong with James that whit didn't know about. Whit saw the preliminary autopsy info and it didn't sound like he had a heart attack or anything.

James's flying friends talked about how meticulous that James was during flying, preflight, etc. The airplane was maintained very well.

James has been flying about 15 years and Whit had never flown with him

End of conversation.



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Date: February 14, 2020

Person Contacted: Martha Barrie (pilot's personal assistant)

NTSB Accident Number: CEN20FA076

Narrative: In a phone conversation with Ms. Barrie, she stated the following:

She worked for the pilot for 11.5 years. They were only together during the work week. She never saw the airplane in person. She was not aware of the flight on the day of the accident. The pilot flew the airplane on most weekends when the weather was nice. If the weather was bad then he wouldn't fly, but then he might fly during the work week instead. He's taken long trips to Colorado before (his house and its subdivision burned down so he hasn't been there since he went to go have it cleaned up).

The pilot was a rule follower and very meticulous with everything that he did, especially with the airplane.

The airplane and pilot logbooks would not be at the office. They should be at the hangar or with the mechanic.

MWL to GDJ was one of his frequent flights. She never knew of anyone else flying with him in the airplane. He didn't mention any friends at the airport.

End of conversation.



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Date: February 14, 2020
Person Contacted: Pat Stewart (GDJ airport manager)
NTSB Accident Number: CEN20FA076

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

None of his staff or anyone that he's talked to remember seeing the airplane on the day of the accident. The fuel pumps did not show the airplane received any fuel. His surveillance cameras are pointed at the fuel pumps for their security purposes so they would not have captured the airplane on the taxiway.

He stated that Mike Powers has a hangar with a King Air. Not sure if he has cameras or not but there's a possibility that he does.

End of conversation.



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Date: February 14, 2020

Person Contacted: Mike Powers (has an airplane hangar at GDJ airport)

NTSB Accident Number: CEN20FA076

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

He lives on the approach end of runway 14 at GDJ and watched a lot of airplanes land that day. He did not remember seeing the accident airplane specifically. He does not have security cameras on his hangar at GDJ airport.

End of conversation.