



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA16FA100

Subject: FBO Owner/CAP Wing
member statement

The following is a Statement made by Lt Col Mickey Marchand, LA Wing CAP member (Wing Stan/Eval Officer and Wing Asst Emergency Services Officer) concerning contact made with the pilots of CAP aircraft N784CP on the evening of Feb 1, 2016:

In addition to being a CAP member I am also the owner of Aviation Specialists, Inc. the FBO serving LA Regional Airport (L38), Gonzales, LA.

At approximately 1845L (CST), as I was leaving my office to attend the local CAP weekly meeting of the Ascension Parish Squadron, I met the two crewmembers of N784CP in the lobby of my FBO. Noting they were in CAP uniform I introduced myself and we greeted each other. I asked where they were from and their purpose to venturing to La Regional. I learned they were from Mobile, AL, had just dropped off a recovering patient on an Angel Flight, and were preparing to return to Mobile.

Within the hour of this conversation I had returned from a 5 hour aerial pipeline flight in a C-172 along the SE coastal area of Louisiana along the Mississippi River delta area south of New Orleans. I expressed the fact that I had encountered several patches of sea fog moving inland from the coastal area between the mouth of the Miss River and Galliano, LA, our southernmost general aviation airport. I noted it was most unusual weather for LA in that the majority of the area was clear with visibility greater than 10 miles, but these rectangular patches of fog I encountered were very low to the ground with tops approximately 600 feet above ground with no other associated weather. I described them as wooly blankets slowly moving across the ground.

With darkness approaching I was a bit concerned about night flying with the possible fog conditions in south LA and I welcomed them to join us for our CAP weekly meeting, Monday night at 1900L. I also offered them a courtesy car should they care to stay and offered to assist in getting them accommodations for the night. They did acknowledge concern for the weather, but wanted to return to Mobile for their own CAP meeting, and hoped to get home before the fog would set in. We said goodbyes and I walked over to my CAP meeting as they walked out to their aircraft. I did not observe them enter the aircraft, and I have no knowledge of which individual assumed the left seat.

As to the fueling, I've attached two receipts for fuel I believe were purchased by the crew, one ticket by each member (41.3 gal and 12 gal). Also attaching FBO daily fuel inspection reports for Jan and Feb 2016.

Sincerely,

Mickey

Michael A. Marchand, Lt Col, CAP