



## MEMORANDUM OF RECORD

**Luke Schiada**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

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**Date:** November 2015 – July 2016

**Subject:** ERA16LA028, Lancair Super ES, N817PR, Pascagoula, Mississippi

**Name:** Tina Cook

Ms. Cook was the wife of Dexter Brewer, a passenger on the accident flight.

Between November 2015 and July 2016, I had numerous communications with Ms. Cook regarding the investigation, recovery and wreckage disposition, most of the communications were via email.

During one conversation, Ms. Cook stated that both her husband and the other passenger, Greg Miletello were employees of RMR Mechanical. She stated that Mr. Miletello knew the pilot and arranged for the pilot to fly them to South Carolina to attend a business meeting.

Mr. Miletello was picked up in Ruston, Louisiana, and her husband was picked up in Gulfport, Mississippi. She spoke to her husband before the airplane departed Gulfport, and he stated that the pilot intended to fly along the coast to avoid "the worst of the weather."



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**Date:** May 2017

**Subject:** ERA16LA028, Lancair Super ES, N817PR, Pascagoula, Mississippi

### Wreckage Disposition

The accident airplane was not insured. The recovered debris was transported to the Trent Lott International Airport, Pascagoula, Mississippi. It was examined by Albert McCray, Aviation Safety Inspector with the Federal Aviation Administration. Given the limited amount of wreckage and its severely fragmented condition, the preimpact mechanical condition of the airplane could not be determined based on the recovered wreckage.

Mr. McCray recovered and retained an airplane flight log from a seatback that was found on a beach. Many of the pages were water damaged and illegible. He also recovered a pilot operating handbook with the registration "N808PX" that was located amongst the debris.

On or about April 25, 2016, Max Green, NTSB Transportation Disaster Assistance specialist informed the pilot's son, Mr. Dale Gregory that all the wreckage that was being stored at the Trent Lott Airport (PQL) was released and that he should contact representatives at PQL regarding its disposition.



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**Date:** November 11, 2015

**Subject:** ERA16LA028, Lancair Super ES, N817PR, Pascagoula, Mississippi

**Name:** Johnathan Estes

Mr. Estes was an employee of South Arkansas Regional Airport (KELD), El Dorado, Arkansas. During our conversation, he stated that he had located the accident pilot's flight bag which contained the airplane logbooks. In a subsequent email, Mr. Estes also reported that had located "extensive amounts of medications" with the logbooks.

[After discussions with the pilot's son (Dale Gregory), Mr. Estes was provided a shipping label to ship the flight bag and all its contents to the NTSB for evaluation.]

During our conversation, Mr. Estes also mentioned he had heard from witnesses that on October 24, 2015, the accident airplane was involved in a near miss with a Cessna Citation that was being operated by Murphy Oil Corp. In addition, the airplane had been operating under visual flight rules during instrument meteorological conditions on October 24 & October 25, 2015 at KELD. Mr. Estes stated that he would ask the appropriate witnesses to contact me to provide statements of their observations.

**From:** Michael Fritzler [REDACTED]  
**Sent:** Thursday, November 12, 2015 11:37 AM  
**To:** Schiada Luke [REDACTED]  
**Subject:** Lancair Accident

Hi Luke,

Tim Johnson said you were interested in our encounter with the aircraft accident that you are investigating. Below is a description of our encounter with that aircraft.

We were flying a Cessna Citation 680 on the RNAV GPS 4 approach into KELD. We were cleared for the approach and ATC approved a frequency change to CTAF. At approximately 0845 local we began our descent from the FAF. At approximately 1700 feet our TCAS depicted a target 700 feet below us approximately 2 miles ahead at our 11:00 position moving from left to right. We recognized the threat and executed a missed approach. During that missed approach we received a TA. We reported the missed approach and the aircraft between us and the runway to Fort Worth Center. The controller stated that he didn't show any traffic wasn't in communication with any other aircraft in our airspace. We received vectors and landed without incident. Upon landing ATC queried a departing aircraft about any departures and the pilots shared that what they thought was a Cirrus had departed prior to our arrival and their departure. We spoke with FBO employees to determine the tail number, name, and phone number of the pilot so we could file a report. We immediately contacted the desk supervisor at Fort Worth Center to share the information on the aircraft and pilot. We also contacted our POI at the Little Rock FSDO to relay the information.

We likely would have struck the aircraft if we would have continued the approach. We made multiple radio calls on the CTAF and never received any response. We were very concerned that this guy would hurt himself and others. We were very disappointed to learn of the events that occurred later that day. If we can be of any assistance in your investigation please don't hesitate to call.

Thank you

Mike Fritzler  
Murphy Oil Aviation  
[REDACTED]

**From:** Brad Ham [REDACTED]  
**Sent:** Thursday, November 12, 2015 5:00 PM  
**To:** Schiada Luke [REDACTED]  
**Subject:** Events regarding N817PR at KELD

National Transportation Safety Board

November 12, 2015

To Whom It May Concern

The following is my personal account of the events that occurred on the 24th and 25th of October, relating to N817PR.

On October 24th, Saturday evening around 5:15 PM, I received a phone call from Fort Worth Center in regards to an aircraft that was inbound to my airport, KELD, on a VFR flight plan. It was blatantly obvious that the weather was IMC conditions. To my best recollection, the cloud ceiling was somewhere between 300-600 feet AGL and light rain. Fort Worth contacted me asking to give the pilot a phone number to call due to violating class B airspace on Denver Center, and then asked me to call them back to give them the tail number of the aircraft. About 5 minutes later, the aircraft transmitted over El Dorado's UNICOM frequency announcing his position and intentions to land straight in on Runway 4. Moments later, he announced his position again. He did not provide a tail number on neither radio call, but instead, simply identified himself as "Lancair." He landed at approximately 5:35 PM; the landing was not abnormal and seemed very controlled. I parked him at the FBO, and they asked me to fill up their aircraft. There were two souls on board: the pilot and a front seat passenger. They mentioned that they flew direct to El Dorado nonstop from Wyoming. I got in the fuel truck, parked in front of the plane, and proceeded to fuel the left main tank. The pilot mentioned that the left main tank had a 48 usable gallon capacity. I put exactly 51 gallons into the left wing. After filling the left wing, he requested that I tow the aircraft to the hangar and fill up the other tanks when it was out of the rain. I hooked the tug to the aircraft and towed it to his rented hangar. While parking the plane in the hangar, they mentioned to each other about wanting to put another aircraft, a Cessna 182, in the hangar at a later date. Afterward parking the aircraft in the hangar, I returned to the FBO, and the two gentlemen met me in the office. The passenger paid me for the left wing fuel and the hangar rate. I assumed he was Randy Frost because of the name on his credit card. When I was running his transaction on the POS machine, I asked him to confirm if his tail number was 817PR. He paused for a few seconds to think, and then replied "yes." Out of curiosity I asked him what type of Lancair his plane was. He did not know. I also asked him how long he had owned the plane; he said he has had it since 2007. His behavior did not seem abnormal, other than the fact that he was not very talkative. They left the FBO office and sat in the airport terminal for a

few minutes. While they were in the terminal, I received a call from Fort Worth Center. I told Fort Worth that they were on the ground and asked if they would like to speak to the pilot. I went into the terminal and gave the phone to the pilot and returned to the FBO office. A few minutes later, the pilot and passenger walked into the office to return my phone. I told him I would finish fueling his plane and that he could pay for it the next time he returned. They left the airport, and I went to finish refueling the plane. Including the 51 gallons I added previously, I added a grand total of about 109 gallons of fuel to the two main and two auxiliary tanks of the Lancair.

On October 25th, Sunday morning around 9:00 AM, I noticed 817PR depart Runway 4. The weather was IMC once again, nearly identical to the conditions of the day before. He made no radio calls during the taxi to the runway or during the departure procedure. He was gone for about thirty minutes, returned to the airport, and taxied to his hangar. Once again, no radio calls were made. About fifteen minutes later, he came by the FBO office asking me to help him push the plane back in the hangar. I met him at the hangar and assisted him. Afterwards, we met back at the FBO and he paid for the rest of the fuel I added the day before. I assumed he was Ronald D. Gregory because of the name on his credit card. I told him to call me at the office if he ever needed any assistance again. He left the airport.

These were the only personal interactions I had with the two occupants of 817PR. If you have any other questions or concerns, I will be more than happy to answer or address them. My phone number is (██████████) ██████████. I hope this information helps your investigation.

Sincerely

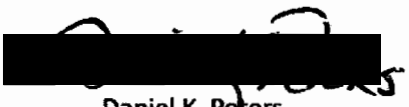
Brad Ham

South Arkansas Regional Airport

I Ray Powell marshaled in the plane and  
talk to the pilot He told me that his radio  
was out I asked him if he wanted to speak  
to maintenance about the radio but he  
said he will fix it he picked up his  
passenger and with out to his plane and  
I marshaled him out

  
A handwritten signature is partially visible above the redaction box, and a single stroke continues below it.

On Monday October 26<sup>th</sup>, 2015 N817PR landed at Million Air® Gulfport at approximately 1100. Myself and Danny Royals parked the aircraft and greeted the 2 gentlemen sitting left and right seat. I asked the gentleman sitting left how long they would be here and he said they might not be able to leave if they don't get their radio fixed and asked if we had a mechanic. I told him we did and he walked to the lobby. The gentleman sitting right seat asked that we top off the outboard fuel tanks. I went and got the Avgas truck and I filled both outboard tanks while Danny assisted me. I'm the one who actually serviced the aircraft. The aircraft departed at approximately 1200 without any noticeable incident.

  
Daniel K. Peters

Nov 12/15

10/28/15

**PERSONAL STATEMENT REGARDING ACCIDENT INVOLVING AIRCRAFT N817PR**

Pilot was introduced to me on Monday October 26, 2015 at approximately 12:05pm by MillionAir Line Personnel. Pilot stated that he was having issues with his radios and asked could we possibly take a look at his discrepancy. I advised him that we, as A&P mechanics, are not allowed to do any sort of radio repairs or maintenance, but asked him to describe his problem. Pilot stated that on his way to Gulfport, he lost communications in flight. Stated he could not receive or transmit on either radio. I asked if radios had lost power and he stated not that he was aware of, but could not answer me with a definitive yes or no. My line of thought was a possible alternator or battery failure and the electrical system was load shedding. I offered to at least verify if his radios were receiving power. He also stated that when he unplugged his headset from the pilot jacks and plugged into the co-pilot jacks, the radios worked for a short time, but then he lost radio abilities on that side as well. He said that he landed at GPT with no radio communication to tower. On the way to his aircraft, pilot asked if we had much rain the night before. I told him that we had our share of it. He stated that his aircraft had been left out during the night at his departure location during the heavy rains. Upon arriving to his aircraft, I did a visual inspection of his alternator belt through the engine cowl and did note that it was not broken. As he opened the cabin door, he stated that he noticed this morning that his overhead panel was wet where the headset jacks are located and assumed this was from the rain the night before. I turned on aircraft battery and avionics master power and verified that both #1 and #2 Comm. radios were lit up and appeared to be powered. When I heard the statement about the overhead panel being wet, my thought was that his headset jacks were damp and possibly cutting out the connection to his headset plugs. I sprayed both the headset and the mic jack with electronic contact cleaner. At first, no change. Had pilot rotate the plugs in the jacks, remove them, and I sprayed a second time. When he plugged back in second time, I immediately heard the ATIS forecast coming from the headset. I asked pilot to do a mic check. I am not sure if he said he contacted the tower or our ARINC frequency with the front desk, but he said he could transmit and they could hear him clearly. I tried the same process on the co-pilot headset jacks, but could not get them to work after two attempts. Both the pilot and the passenger in the co-pilot seat agreed that as long as the pilot side was working, they were okay with departing. I thanked him for his time, did not charge for our services, and returned to my office.

The above statement is true and accurate to the best of my knowledge.

Robert J Nores [REDACTED]  
Director of Maintenance  
MillionAir Gulfport-Biloxi