



NTSB RECORD OF CONVERSATION

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National Transportation Safety Board

Date: 8/12/2019
Person Contacted: Paul Weintraub (Flight Instructor)
NTSB Accident Number: ERA19FA240

Narrative:

The following is a summary of a telephone conversation with the individual named above.

- Mr. Weintraub believed he flew with the accident pilot 3 times in the month of July 2019 in the accident airplane.
- He reported that in his judgement the accident pilot was “competent, thorough, and meticulous” with regard to his flying and airplane care.
- He reported that he believed the accident pilot was “very familiar” with the Garmin 530W GPS.
- He reported that in his experience, the accident pilot would normally keep the autopilot off until cruise flight. His “habit” was to not turn the autopilot on until cruise flight. Mr. Weintraub believed that in the past month or two, he and the accident pilot completed a practice instrument flight where the new autopilot was used for a practice approach so that he could gain proficiency with the unit.
- Mr. Weintraub reported that the Garmin G5 equipment was installed in the past few months on the accident airplane. He reported that the Garmin G5 flight envelope protection system was on and operational during their last flight that occurred on July 28th, 2019. He stated that they practiced steep spirals during the flight and the flight envelope system activated and was “fighting them” on the flight controls when they exceeded the set parameters, which was intentional and expected from the system. He stated the accident pilot was flying and had no issues overpowering the system to complete the maneuver. To the best of his knowledge, the factory settings were used with regard to what parameters were set for the flight envelope protection system.
- Mr. Weintraub reported that he and the accident pilot discussed the planned cross-country flight which was scheduled to start on August 8th, 2019. He believed they were going to make multiple stops across the country for family reasons and eventually end in



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Sacramento, CA where his other daughter resided. They discussed whether it was better to take the northern or southern route across the Rocky Mountains. Mr. Weintraub reported that he believed it was always the plan to depart early in the morning on August 8th, 2019.

- Mr. Weintraub reported that he was aware of the pilot completing weight and balance prior to other long cross-country trips he had flown. He believed the accident pilot would have completed weight and balance before the accident flight.
- The purpose of their flight on July 28th, 2019 was to complete chandelles, steep spirals, and short field approaches and landings in the accident airplane. Mr. Weintraub stated that the accident pilot was concerned that during the long trip to California, he may need to land at a shorter than normal runway, so he wanted to practice the maneuvers and landings.
- Mr. Weintraub reported that in his judgement, there wasn't a single aeronautical issue the accident pilot couldn't handle.
- Mr. Weintraub reported that in his experience flying with the accident pilot, it would be abnormal for him not to read back a clearance to air traffic control correctly multiple times.
- Mr. Weintraub reported that prior to switching and communicating on a radio frequency, he would point at the selected frequency, and would verify it was correct.