



# NTSB RECORD OF CONVERSATION

**Adam Gerhardt**  
**Air Safety Investigator**  
**Eastern Region, Office of Aviation Safety (ERA)**  
**National Transportation Safety Board**

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**Date: 9/27/2019**

**Person Contacted: Ben Travis (Private Pilot, Mechanic at SMART Avionics)**

**NTSB Accident Number: ERA19FA240**

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## **Narrative:**

The following is a summary of telephone conversation that occurred with the individual named above:

- Mr. Travis reported that he is a private pilot and a mechanic. He is an employee at the avionics shop (SMART Avionics) that installed the new Garmin G5 and GFC 500 autopilot onboard the accident airplane about May 2019.
- He reported that he flew with the accident pilot (Dr. Khurana) in May 2019 two times after the installation of the new equipment. He characterized the flight as a functional check flight, with one purpose to ensure the new equipment onboard worked correctly, and to also ensure the owner better understood how the equipment worked.
- He reported that Dr. Khurana "wasn't getting it" with regard to how the autopilot and G5 flight envelope protection system worked during the first flight.
- During the second flight a few days later, "he was behind the aircraft."
- He would engage the autopilot but would not be prepared for what it was commanded to do. He was very "behind the airplane" on the second flight as well. For example, when he programmed in a descent with the autopilot, he would not manage his power, and would question why the airplane accelerated. He would say "why is it accelerating?"
- Mr. Travis observed another example with a climb with the autopilot, when initiated, the airplane would begin to slow, because he would not adjust the power, and would question "why is it decelerating?"
- Mr. Travis stated that it was a "pattern" of mis-managing the power settings while the autopilot was engaged.
- They tested the flight envelope protection system, by overbanking the airplane, and exceeding pitch and airspeed parameters. The system functioned as expected.
- Mr. Travis recalled that Dr. Khurana stated "he did not like" the flight envelope protection system, and he watched him turn it off several times. He did not remember Dr. Khurana telling him he planned to keep it off for subsequent flights.