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Office of Aviation Safety, Eastern Region

Date: 6/12/2023

Subject: NTSB# ERA23FA256

Contact: Marcus Fargonline (Friend of Pilot)

Mr. Fargonline was contacted via telephone by the NTSB Investigator-in-Charge for the investigation involving N611VG. He was informed that the purpose of the call was for the NTSB safety investigation and the fact-finding process. He was informed that the call was not being recorded, and a summary record of conversation would be produced for the report. The investigator informed him the conversation was not confidential. The following record is a summary of the conversation.

- Mr. Fargonline reported that he met the accident pilot (Mr. Jeff Hefner) at a Florida airport several years ago. Mr. Fargonline was interested in airplanes and the accident pilot became his mentor early in his aviation career.
- Mr. Fargonline pursued flight training and after gaining additional hours, he met insurance requirements to fly for Mr. and Mrs. Rumpel (the accident airplane owners). He flew a Cheyenne III for the Rumpel's single pilot a few years ago.
- Mr. Fargonline reported that the accident pilot was an "incredible pilot", and he would not have had any issues reporting a safety issue to the owners of the airplane.
- Mr. Fargonline reported that it was his understanding that the airplane owners desired an airplane that could be flown single pilot. This was one reason to his understanding of why the CE-560 was purchased recently.
- He reported that it was his understanding that after the sale of the airplane, there were some "glitches" with the airplane. For example, there was a paperwork problem with the new Garmin avionics installed. He was also aware

that the right fuel quantity indicator would stick, but if you tapped the glass, it would move.

- Mr. Fargonline reported that he flew with the accident pilot on several flights June 1st and June 2nd, 2023. He reported that he and the accident pilot flew from Melbourne (MLB), Florida to Islip (ISP), New York. Once in Islip, they picked up the three passengers that were ultimately on-board the accident flight. The daughter, grand-daughter, and the family nanny. He and the accident pilot flew an uneventful flight to Elizabethton (0A9), Tennessee. This was the first flight these passengers had ever flown on this accident airplane, to his knowledge.
- After landing at 0A9, he and the accident pilot flew to Palm Beach, Florida.
- Mr. Fargonline reported that over the years of flying with the accident pilot, the cockpit curtain was never pulled shut. During their flight from Islip, NY to Elizabethton, they left the curtain open, and the passengers never came forward to the cockpit.
- Mr. Fargonline reported that on June 2, 2023, he and the accident pilot conducted a quick flight from MLB to Brooksville, Florida, to address avionics cooling fan issues.
- Mr. Fargonline reported that Jeff Smith, a mechanic, examined the airplane at his shop, along with other mechanics. Mr. Fargonline was unsure of exactly what type of work was needed to be performed, other than the fact that an avionics cooling fan was at issue. It was related to the recently installed avionics.
- Mr. Fargonline reported that the flights were routine and uneventful.
- Mr. Fargonline reported that the accident pilot was a very busy person and had a lot on his plate at the time of the accident.
- Mr. Fargonline reported that the accident pilot used the pressurization system exactly how the "POH" called for. He said there was no discussion on how the accident pilot typically used the system. Mr. Fargonline reported that the system was very straightforward.
- Mr. Fargonline reported that before some of their flights he observed that the annunciator system was tested, and all of the lights turned on.
- Mr. Fargonline reported that he had not seen the accident pilot for about 2 years, while away at college and flight training. When he recently saw the

accident pilot again, in early June 2023, it was Mr. Fargonline's view that the accident pilot looked very healthy.

- Mr. Fargonline reported that it was his opinion that the accident pilot would have told him if he had any serious health issues, and the accident pilot had not informed him of any health issues.

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