



## NTSB RECORD OF CONVERSATION

**Kate Benhoff**  
**Air Safety Investigator**  
**General Aviation Accident Investigation Division, AS-20**

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**Date: September 5, 2019**  
**Person Contacted: Dave Elliott (KFLY Manager)**  
**NTSB Accident Number: GAA19CA471**

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The following is a summary of a telephone conversation with the above mentioned:

The airport manager reported that there was a lot of confusion with the NOTAM system regarding the accident airport. As of July 15, 2019, runway 15/33 was closed due to construction. The intent for the crosswind runway NOTAM (8/26) was that pilots could take off on runway 8 and land on runway 26 to avoid the construction equipment. He added that airport management deemed it OK if pilots landed on runway 8 as long as pilots could avoid the construction equipment and the landing facilitated a headwind. Construction crews were not working at the time of the accident.

He added that they submitted the information they wanted to the NOTAM contracted company, but the NOTAMs returned confusing. He clarified that the NOTAM for runway 26 meant "closed except full stop landing." He wanted the NOTAMs for the airport to be more clear to prevent confusion in the future.