



RECORD OF CONVERSATION

Kurt Anderson
Air Safety Investigator
Western Pacific Region

Date: 2/15/2012
Person Contacted: Frank Baker (Seattle FSDO Inspector)
NTSB Accident Number: WPR12LA087

Narrative: Via telephone conversation:

According to Frank, the rebar was located a little over 300 feet from the runway threshold, and 100 feet beyond the boundary of the Runway Safety Area. The airport is non-controlled. He also talked to the pilot and the flight instructor. The instructor stated that he did not suggest to the pilot that he add power because it appeared to him that the grassy area was clear, and because he thought the pilot would learn a good lesson by landing short. The pilot said that he knew he had not managed the glide in a manner that allowed him to make it to the threshold, and he knew he would be landing short, and in the grassy area, but it looked clear to him, and since that was as far as he was able to make it, that's where he decided to touch down.