



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 22, 2016
Person Contacted: Mr. Henry Boger, Owner, Pacific Blue Air
NTSB Accident Number: WPR16FA086

Narrative:

The following is a synopsis of the information provided by Mr. Boger in an in-person conversation on this date:

- The meeting took place in Mr. Boger's Pacific Blue Air hangar on KHHR
- NTSB participants included Elliott Simpson and Michael Huhn
- Mr. Boger is the co-owner of Pacific Blue Air (PBA)
 - Ms. Courtney Brin is the other co-owner
- Ms. Rebecca de la Vega (the other person whose name, along with Ms. Brin, was on the accident aircraft registration documents) was the sister of Mr. Boger
- The operation has two WSC 'trikes' - the accident aircraft (N670EM) and an Evolution Revo (N145PT)
- Mr. Boger and the pilot had been friends for about 15 years
- The pilot started flying the weight shift control (WSC) aircraft a few years ago, but was interrupted, and therefore still had not obtained her WSC pilot certificate
- She was reportedly in the process of scheduling her flight checks for her WSC pilot certificate
- Mr. Boger reported that the pilot had not flown any non-WSC aircraft
- The pilot reportedly had a significant snowboarding accident the week prior to the accident flight
 - She reportedly suffered a neck injury
- Mr. Boger reported that Ms. Courtney Brin saw the pilot just prior to the flight, and that she was agitated due to a "fight with her boyfriend"
- Mr. Boger reported that he had advised the pilot (not on this occasion, since he had not interacted with her just prior to this flight) to forego flying if she wasn't in the proper frame of mind/emotional state due to any external stressors
- The pilot's flight bag had been left in the hangar for the flight- this was normal procedure, since there was no stowage capability on the aircraft

- o The pilot's flight logbook was in her flight bag, and all entries were photographed by the NTSB
- A 3 ring binder apparently maintained by PBA, and which contained various pilot –related info and documents, was provided to the NTSB for examination
- One of the documents in that binder was the pilot's FAA student pilot certificate
 - o That certificate had been photographed on the day of the accident (3/21) by Hawthorne PD
 - o It was also photographed again on 3/22 by the NTSB
 - o When observed on 3/22, the certificate bore two hand-written/signed endorsements.
 - o When asked by the NTSB, Mr. Boger stated that both endorsements were his
 - o The NTSB investigator stated aloud to Mr. Boger that he recalled (but was not certain) that the Hawthorne PD photo only showed one endorsement. Mr. Boger's response was non-committal, and the investigator did not pursue the topic on scene.
 - o Subsequent comparison of the two photos revealed that the document had been altered by Mr. Boger by the addition of a solo-cross country endorsement at some point between the time first and second photos were taken. Refer to the NTSB accident docket for additional documentation
- Mr. Boger reported that he was the pilot's principal flight instructor
- When asked to be shown Pacific Blue Air's aircraft sign-out sheet for pilots taking/checking out aircraft for flights (for purposes of tracking aircraft flight time for maintenance and billing purposes), Mr. Boger responded that PBA did not utilize such sheets or practices. He was not asked for, nor did he provide any details on that topic.
- Mr. Boger provided the aircraft airframe and engine logs, as well as the primary mechanic's name (Mr. James Crookes) and contact information
- Mr. Boger estimated that the aircraft and engine each had a TT of about 500 hours
- He reported that the aircraft was equipped with an ASI, a communications radio, a transponder, and an EFIS-like device, but he could not recall the manufacturer
 - o He said the EFIS-like device "was standard equipment" on this particular model
- Normal rotation speed for this aircraft is 50 mph
- Total fuel quantity is 15 gallons
- Mr. Boger estimated that the pilot had 12-13 gallons on board for here flight

NTSB NOTE: The PBA hangar is located on the south side of the runway, essentially directly across from the accident site.

- The hangar view of the runway, flightpath, and impact site is unobstructed
- The hangar is situated about 240 feet south of the runway centerline
- The final resting location of the wreckage was situated about 280 feet north of the runway centerline
- The hangar and impact site were situated about 1,400 feet from the east end of the paved surface of runway 25 (rwy 25 has a displaced threshold)
- Based on the ground scar- indicated direction of travel, the aircraft was heading directly away from the hangar, 90 degrees relative to the runway direction, at the time of impact

Accident Observations

- Mr. Boger had just landed on HHR rwy 25 in the Revo
- As he flew past the runup area he observed the accident aircraft in the runup area
- He exited the runway, taxied to his hangar, shut down, and exited his aircraft
- Just after that, he heard the other aircraft departing, so he turned to watch
- He observed the aircraft lift off and begin to bank right
- He did not observe any flight control correction attempts by the pilot
- The aircraft continued to bank and turn right, and he heard the engine power increase
 - He stated that there was a significant "p-factor" which caused the aircraft to bank/turn right at high power settings, and that one method that pilots are taught to counter this was to decrease (instead of increase) the throttle
- The aircraft reached a maximum bank angle of about 45 degrees, and continued to turn right and descend
- Maximum altitude was about 40 feet agl

In a 3/23/16 follow-up email response to verify the accuracy of the above accident description, Mr. Boger wrote:

"When I noticed the aircraft, the bank angle was already approximately 45 degrees to the right, at an altitude of 30-40 feet. The angle increased to nearly 90 degrees, loss of lift and impact. I did not notice the pilot making any corrective control bar movements or reduction of power."

In that same email response, he also stated:

"Typically, takeoff is at full power. Once the aircraft leaves the ground, p-factor will tend to pitch the aircraft to the right, since there are no rudder pedals, the normal procedure is to move the control bar to the right which will counter the turn. Also, if you back off the throttle after takeoff, that would also lessen the right turn generated by p-factor."