



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: March 23, 2016
Person Contacted: Ms. Courtney Brin, Co-Owner, Pacific Blue Air
NTSB Accident Number: WPR16FA086

Narrative:

The following is a synopsis of the information provided by Ms. Brin in a telephone conversation on this date:

- Ms. Courtney Brin is the co-owner of Pacific Blue Air (PBA)
 - Mr. Henry Boger is the other co-owner
- Ms. Brin is not a pilot
- Ms. Brin was at the PBA hangar when the pilot drove up and stopped her car.
- Ms. Brin went to the pilot and requested that she either move the car, or leave the keys, since another pilot was sensitive about where cars were parked at HHR
- Ms. Brin had known the pilot for "many years" and they were close friends
- Ms. Brin sensed that something was bothering the pilot, and inquired if she was OK. The pilot responded yes
- The pilot then stayed in her car, and on the phone, for about 20 minutes
- She then came into the hangar, and appeared slightly agitated/upset/unhappy. She was "not distraught" but also was not her "usual" happy/animated self
- The two had some discussions about the pilots recent flights and her scheduling for her checkride
- She stated that the pilots intent was to conduct "pattern work"
- Ms. Brin then became "distracted" with other "customers" and did not pay much attention to the pilot
- The pilot did her preflight, suited up, and taxied away in the aircraft
- Ms. Brin did not see the takeoff, but did see the aircraft once it was airborne
- She observed it bank and turn to the right, and then descend to impact
- During the flight, Mr. Boger was verbally reacting to the apparent difficulty of the flight
- Ms. Brin did not see any pilot counteractions to correct the bank/turn
- The engine continued to run throughout the flight
- The aircraft reached a maximum altitude of "three or four stories"

- The bank angle did not appear to reach 90 degrees
- The aircraft did not appear to stall
- After impact she called 911, and then got in her car and drove, then ran , to the accident site
- When she arrived, police and other first responders were there, and did not allow her near the wreckage
- She subsequently went to the hospital
- She noted that PBA only had the accident aircraft for about a year, and that the Revo was more frequently used for business
- She repeatedly referred to riders/pilots as "customers"
- When asked how aircraft flight times were tracked, she stated that Mr. Boger could answer that question better than she could
- When asked how time was tracked so that pilots could be charged for flight time, she stated that the aircraft were equipped with timers that were started manually by Mr. Boger or the pilot
- She stated that the pilot was never a formal employee of PBA, but that she had previously hung around and helped out