



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: August 8, 2016
Person Contacted: Mr. Philip Ramirez (Line Service Technician, Wiseman Aviation)
NTSB Accident Number: WPR16FA158

Narrative:

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

- Mr. Ramirez is a line service technician at Wiseman Aviation, an FBO at KFLG
- He is not a pilot
- He has previously met and spoken with the pilot (Mr. H. C. McClure) during his tenure at Wiseman
- Mr. Ramirez arrived at work at 1130 on August 2 2016
- The accident Seneca landed about 1140
 - It was "pouring" rain at that time
- Mr. Ramirez went out to the airplane to marshal it in and meet/assist the pilot
- They unloaded one box of cargo (blood) to the FBO
- About 30 minutes later, once the rain stopped, the pilot unloaded a few personal items (computer, bag, etc) and stationed himself in a conference room or pilot lounge
- Mr. Ramirez asked if he needed anything else, including fuel; the pilot did not need anything else, and did not need fuel
- They conversed a few times during the course of the day
- Mr. Ramirez did not see the pilot eat or go to lunch or dinner, but that didn't mean that the pilot did not eat
- The pilot told Mr. Ramirez that he would be at the FBO until about 10pm due to a 9-930pm delivery of his cargo
- About 7pm the pilot exited the room and spoke w Mr. Ramirez; he was waiting for his computer to update and walked around a bit
- About 710pm the pilot asked whether he could move the plane closer to the terminal to expedite loading of the cargo
 - Mr. Ramirez checked with Mr. Wiseman, and permission to re-locate the airplane was granted

- o They moved the airplane closer to the FBO
- About 8pm a "Care Flight" (King Air) arrived awaiting a patient pickup
 - o Mr. Ramirez did not recall the N#
 - o Mr. Ramirez departed for home before the King Air departed
- At some point the pilot went out to the airplane and was rearranging/"cleaning" the interior to apparently make room for the cargo
- About 840pm, Mr. Wiseman arrived to retrieve a personal item
 - o He spoke w the pilot, and then departed shortly thereafter
- Mr. Ramirez then closed up the FBO, and double checked whether the pilot needed anything, especially fuel
 - o Again the pilot did not need anything, including fuel
- Mr. Ramirez left the FBO about 907, and on his drive out passed a "bus" that was inbound to the FBO; he presumed this was the cargo bus
- The FBO has a small anteroom with vending machines and seats that is open even when the FBO is closed
- The pilot had no special access to the FBO
- The pilot was still out at the airplane when Mr. Ramirez left for home
- It was a "dark night", and was "pretty cloudy," but not raining
- Mr. Ramirez did not notice anything unusual about the pilot's behavior, everything was "normal"
- The pilot seemed confident and comfortable about the upcoming flight