



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAA) General Aviation Accident Investigation Division

August 6th, 2016

NTSB Accident Number: WPR16FA158

Aircraft Registration & Make/Model: N80826, Piper/PA-34-200T

Accident Location: Flagstaff, AZ

Accident Date: 02AUG2016 @ 2122 mountain standard time (mst)

Subject: Record of conversations for NTSB IIC (Huhn)

In support of the NTSB accident investigation involving accident airplane N80826, Flagstaff, AZ (FLG), the following conversations were conducted by the assisting NTSB ASI.

- Barney Helmick- Flagstaff Pulliam Airport Manager- [REDACTED]
 - In speaking with Mr. Helmick 10AUG2016 @ 1420 mst, it was noted that although the airport does not have any security cameras, Weisman FBO does, and he said that Gaurdian Air Transport may or may not. He confirmed that FLG does not have minute by minute weather however Bellemont, AZ, National Oceanic Atmospheric Administration is the location where FLG weather is observed. He stated that there were pockets of IFR conditions throughout the day but he could not confirm or deny that IFR conditions existed at the time of N82806 departure. He confirmed that the FLG tower was closed when N82806 departed, but he asserted that the pilot of N82806 did state his intentions via CTAF. The CTAF recordings were requested and received by Coconino County Sherriff, Lieutenant Jim Coffee.
- Thomas Wise- Air Methods (King Air) N39PH- [REDACTED]
 - In speaking with Mr. Wise 10AUG2016 @ 1508 mst, it was noted that he was the pilot of the Beech King Air that landed at FLG at about 2100. He stated that he had just dropped of his medical crew, and that he had the opportunity to speak with the pilot of N82806 face to face, for about 15 or 20 minutes prior to the Seneca II departure. Mr. Wise stated that the pilot of the Seneca II was a nice guy, but he seemed flustered or nervous. When

asked what attributes gave him the impression that the pilot was nervous or flustered, Mr. Wise stated that the pilot was talking fast and mumbling. Mr. Wise said that although the field was not IFR during their conversation, and for at least one hour after their dialogue, he said that he asked the pilot to be careful because there was (bad) weather in neighboring areas. He said that Mr. McClure bragged in jest about the Seneca II's superior avionics, noting that he had several Ipads on board. Mr. Wise noted that N82806 departed about 20 minutes after the conversation came to a close. He said that N82806 departed to the west but did not have his landing lights on. He said that the Seneca II made a 45 degree right turn, stopped the turn and then made another right turn. Mr. Wise stated that he expected the pilot to turn left, because the pilot told him that he was headed toward Phoenix, AZ. Mr. Wise stated that he departed about 45 minutes to an hour after N82806. He stated that when he attempted to pick up his IFR Clearance, departure control informed him that an IFR clearance could not be provided, as ATC was looking for an aircraft in the area. Mr. Wise stated that he was able to depart from runway 21, VFR. He said that he made a right turn to the east and picked up his IFR Clearance in the air. He recalled that there was a helicopter in the area that landed at FLG, about the time that the above mentioned took place (either a law enforcement or forestry helicopter).

Page 2 of 2- Nothing Follows