



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: September 6, 2016
Person Contacted: Mr. Luke Burke (Passenger)
NTSB Accident Number: WPR16FA172

Narrative:

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

- Mr. Burke was a passenger on the airplane on the day of the accident, but had deplaned prior to the accident leg
- He was an employee of Victory Woodworks, and he and two other employees of the company had traveled on the airplane that day (August 30, 2016) to attend a business meeting in southern California
- The pilot was Mr. Jim Brown; he was the owner of Flying Start Aero, which was based at KRNO and was the operator of the airplane
- Mr. Burke lives in Roseville, CA but traveled to Reno NV to make the trip
- The plan was for 3 individuals (the pilot, Mr. Burke, and Mr. James Elliker, another employee of Victory Woodworks) to depart from RNO, pick up a third passenger (Mr. Steve Venditelli) at Henderson Executive (HND) near Las Vegas, fly to Temecula CA (French Valley airport, F70), attend the business meeting (without the pilot), return to HND to deplane Mr. Venditelli, then return to RNO all in the same day
- The pilot had advised Messrs. Elliker and Burke that he wanted to be "wheels up at 0410" on the morning of August 30
- Messrs. Elliker and Burke arrived at the Atlantic Aviation building at RNO at 0350; the pilot was already there
 - Mr. Burke presumed that the pilot had readied the plane for the flight
- They boarded the airplane, conducted an engine runup, and departed by about 0410
- Mr. Elliker sat in the right front seat, and Mr. Burke sat in the right-side, aft-facing seat
- It was Mr. Burke's understanding that Mr. Elliker is a flight student of Mr. Brown, and that Mr. Elliker's son was also a flight student of Mr. Brown
- Mr. Burke wore a headset for the trip to HND; he could hear the pilot and radio communications
 - Mr. Burke is not a pilot, and has not had any flight training

- The pilot used paper charts and a panel-mounted GPS for navigation; he did not use an iPad or other handheld device
- To Mr. Burke's knowledge, the pilot (Mr. Brown) was the only person who communicated on the radio or operated the airplane
- The flight to HND was smooth and uneventful; they landed about 0600
- They took on fuel, and enplaned Mr. Venditelli
- Mr. Venditelli took the front right seat for weight and balance reasons
- They landed at F70 about 0930, and the three Victory employees took the "crew car" (airport courtesy loaner vehicle) to their meeting off-airport
- Mr. Burke was unaware of the pilot's activities in their absence
- They returned about 1300 and departed for HND, with the same seating arrangement as the leg down from HND
- The trip was very bumpy, and Mr. Burke, who was not comfortable in small airplanes, was "tense" for the trip
- Mr. Elliker observed Mr. Burke's discomfort/unease, and urged him to deplane at HND and take a commercial flight from LAS to RNO
- Mr. Venditelli deplaned at HND as planned, the airplane took on additional fuel, and then Mr. Burke decided to take a commercial flight back to RNO
- Mr. Burke left the pilot and Mr. Elliker at HND, and did not see them board or depart HND