



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: September 1, 2016
Person Contacted: Mr. Bob Bennett (Flying Start pilot)
NTSB Accident Number: WPR16FA172

Narrative:

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

- Mr. Bennett answered the telephone in a blind call by the NTSB to the Flying Start (FS) office at KRNO
- He stated that the Flying Start office was located in the Atlantic Aviation building on the east side of the airport
- When advised of the investigation's need for, and the location of, the airplane's maintenance records he stated that some records were in the FS office, and some were likely with the mechanic who normally serviced the airplane
- He stated that the mechanic was Mr. Jim Crozier, who was also stationed in the Atlantic Aviation building, and provided a telephone contact number for the mechanic
- Mr. Bennet was asked to ensure that the maintenance records be retained and undisturbed, and was advised that someone from the investigation would likely stop at the FS office to examine them and/or obtain copies
- He stated that Mr. Brown (the accident pilot) and his wife Janet were the owners of the business, that he (Mr. Bennett) was employed as a flight instructor and to assist in the various office/business duties
- When asked, he stated that he "did not know any details" about the accident flight
- He stated that Mr. Elliker (the accident passenger) was a "customer" of FS, and that he had "money on the books"
- He was asked several more specific questions about the accident flight (departure time, POB, etc) but reiterated that he had no further knowledge of any of the particulars regarding the flight
- When asked if he was familiar with the accident airplane, he stated that he flew it "a lot"
- He stated that FS typically got its fuel at KRNO from Atlantic Aviation
- He said the airplane was equipped with a Garmin GNS 530 GPS/Nav/Comm unit

- He stated that the airplane was equipped with dual control yokes
- He stated that the FS co-owner "Janet" would know where the airplane maintenance records were located
- When asked, Mr. Bennett stated that the FS co-owner (instead of him) was the person the NTSB and FAA should contact for any further details about FS, its operations, or the airplane
- When asked whether he had flown the accident airplane or any others with Mr. Brown, he replied in the affirmative
- When asked whether he knew what Mr. Brown's flap setting procedures and values would likely be for the accident airplane landing in a strong crosswind, he responded that he did not know, and would not venture any opinions