



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: October 17, 2016
Person Contacted: Mr. John Cheek (RNO FFAST Team Member)
NTSB Accident Number: WPR16FA172

Narrative:

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

- The RNO FSDO FFAST Team, partly in response to this accident, has prepared and has been conducting a number of outreach presentations regarding wake turbulence, and operations at KRNO
 - KRNO is equipped with two 16/34 runways, and one 7/25 runway.
 - Given that the prevailing winds sometimes favor runway 25 over runway 16, several flight schools and/or flight instructors have reportedly repeatedly questioned why KRNO tends to only use the 16 complex, when using the 25 runway would be better for students, and requested more regular use of runway 25
 - The FFAST presentations are reporting on the progress of the FAA's ongoing efforts to modify the KRNO runway use practices
- Mr. Cheek reported that of the several presentations given so far, attendance has been strong, and the attendees appeared very interested in the presentations.
- Mr. Cheek stated that although he was "pretty familiar" with the operator (Flying Start Aero), he was unaware until the accident that Flying Start had leased the Bonanza (accident airplane)
- He opined that a Bonanza was not the typical or first choice airplane for flight training purposes (primarily due to expense)
- He stated that Mr. John Brown held a Part 135 certificate when he (Mr. Brown) had a flight operation/business at Minden, NV
 - This demonstrates that Mr. Brown was aware of the additional administrative tasks/burdens (primarily increased record-keeping) of maintaining a Part 135 certificate
- He reported that when Mr. Brown moved to RNO, Mr. Brown "surrendered" his Part 135 certificate, and joined with another operator who possessed another 135 certificate, and Mr. Brown's aircraft was/were put on that certificate