



## RECORD OF CONVERSATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

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**Date: April 28, 2016**  
**Person Contacted: Mr. Frank Dean (Pilot)**  
**NTSB Accident Number: WPR16LA093**

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### **Narrative:**

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

- He and his passenger had lunch near Long Beach Airport (KLGB) before departing on the flight to Catalina [KAVX]
- In the hours prior to the flight the pilot checked the "ASOS" [weather] by telephone four times
- On each occasion the winds were between 3 and 9 knots, approximately 230 degrees, which was "down the runway" [runway 22]
- The preflight inspection of the airplane was normal
- He had never previously flown to Catalina
- He did do some research about Catalina by speaking with some fellow pilots, and via the internet. From that research he learned/recalled that:
  - The runway was "bowed," meaning it crested and appeared shorter than it actually was after touchdown
  - There were some "optical illusions" associated with the runway, but other than the above-mentioned effect, he could not be more specific
- He recently purchased his 1/5 share of the airplane
- He did not speak with any of the other 4 owners about flying into Catalina
- He departed Long Beach and utilized ATC flight following services to cross the channel
- For traffic avoidance purposes, ATC gave him a variety of headings, and step-climbed him to his final requested altitude of 6,500 feet
- Enroute, he requested and received ATC approval to go "off frequency" to check the "ASOS" at Catalina
- Once near Catalina, he cancelled flight following, and entered a right hand traffic pattern for runway 22
- He flew an "extended right base" for final to runway 22

- After he was established on final, he observed the [runway] "numbers go up" in his field of view, meaning the airplane was sinking
- He presumes he added power to recover to his approach path, but he didn't specifically remember that during this conversation
- The next thing he remembers was finding himself in the stationary wreckage
- His injuries included multiple skull and eye orbit fractures
- His passenger sustained fractures both ankles and her left wrist
  - As of the date of this phone call, she has completed all her surgeries but remains hospitalized
- When asked if he observed the visual slope path guidance equipment (PVASI), or what its indications were, he responded that he was unaware of the PVASI, and that he did not recall seeing or using the equipment/indications