



INTERVIEW SUMMARY

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Aviation Accident Investigator
Western Pacific Region

Interview Date: October 19, 2016

Person Contacted: Patti Kremer, the wife of Pilot, Tyrell Kremer. [REDACTED]

NTSB Accident Number: WPR17FA008

Narrative:

During a telephone conversation Mrs. Kremer stated the following:

- Mr. Kremer had been flying since he was 22, his flight time varies from year to year, and he typically flies for breakfast locally once every month, and to Idaho 6-7 times per year in the accident airplane (N8718X). The trips to Idaho, which required crossing the Sierra Nevada Mountain Range, had afforded him experience flying in mountainous terrain. He also made a number of trips to Crescent City, CA to visit Patti's parents requiring flight across the northern California mountains (Trinity Alps, Marble Mountains). Extended trips included multiple to British Columbia (crossing the Cascades), southern California, South Dakota, Wyoming, Montana and Washington. Many flights from Salmon, ID to Nampa, ID and back crossing the Frank Church Wilderness area (Salmon River Mountains). Many backcountry trips into the Flying B Resort in the Salmon River Mountains and other flights around the wilderness areas.
- The accident flight was a return trip after hunting in the Middle Fork, Salmon River area in Idaho. He had finished hunting on October 14.
- He was staying at his residence in Salmon and camping at a backcountry forest service air strip during the week, having initially arrived on October 8, and had kept the airplane at Lemhi County Airport when he was not camping backcountry.
- He and Patti had flown there many times, and the accident flight was unusual in that it was one of the few instances where he flew alone.

- Earlier in his life, he had been a member of the Flying B Ranch Resort, which is a ranch with airstrip located within the mountainous Salmon area.
- He had been under a significant amount of stress prior to the trip. He was employed as a safety consultant and had also founded a manufacturing company.
- When he called Patti on the Friday night, (October 14) he appeared to have had an enjoyable time. He sounded peaceful, revitalized, and relaxed, but stated that he was ready to come home. He had a contemplative time with his friends, and this had ignited his desire to come home and get back to work.
- With regards to his personality, he was very much an “achiever”, a “go go” personality, he was head strong, and once he had made up his mind, it was very hard to dissuade him.
- His agenda for the day of the accident was, “to fly home”, and although on Friday Patti had asked him not to fly because of the weather, he could not be persuaded otherwise.
- They had discussed the option of him driving back with a friend, but he felt strongly that he did not want to drive home.
- On the day of the accident Patti, sent him a text message at 1212 PDT, he replied, stating that he would be in Winnemucca in 20 minutes. After landing he sent her a text message stating that the landing was “fun”.
- They had a telephone conversation after he landed, and he reported the winds were gusting to 34 knots, and that the landing was “rough”.
- He sent two photos while in flight, presumably after takeoff from Winnemucca. The photos depicted mountainous terrain, with cloud cover, and an opening in the clouds to blue sky.
- At 1417, Patti sent a text asking how he was doing, and there was no response. At 1450 he replied that he was at Pyramid Lake, “79 knots”.
- At 1505, he sent a message stating he was almost at Reno. Patti replied, and the message appeared to have been read at 1511.
- At 1522, Patti sent another message, but it did not appear to have been received as an iMessage, and by 1600 she called but he did not answer.
- Regarding the airplanes equipment, he had recently installed a 406 Mhz ELT. A Stratus ADS-B receiver was installed, and he carried a yoke-mounted Verizon iPad equipped with ForeFlight

and a GPS receiver. The plane also had a dash mounted aeronautical Garmin GPS which he used as primary GPS. ForeFlight was used as supplemental.

- He had never used oxygen in the airplane, and the airplane was not equipped with an oxygen system. He had discussed possibly using oxygen in the future, but had never experienced symptoms of hypoxia, and all flights had been conducted below 11,500 ft. Discussions around oxygen were primarily related to flying Patti's elderly mother.
- The airplane was not equipped with an autopilot, and he was usually very good at keeping the airplane on track manually.
- He did not typically strap down baggage in the airplane and did not use webbing or netting for such.
- There is limited cell phone data service in the Salmon residence, but he can sometimes receive Verizon 3G data service, but not LTE. There was no internet service in the house.
- Patti does not recall if he ever used ForeFlight for weather.
- He did not have an instrument rating, and while they had flown together between cloud layers, they had never flown in the clouds, and she was not aware of him intentionally flying in IMC conditions.
- He was generally in good health, although he was scheduled for a CAT scan on October 17 (Monday) for a life-long gastrointestinal condition, the symptoms of which had recently worsened. He was not actively sick, but just wanted to get the issue checked out, as the doctor wanted to make sure he did not have anything serious. He did not discuss the issue or remark that he was experiencing any discomfort with Patti during the phone call in Winnemucca.
- He had recently gained weight.
- He was taking an online class, which needed to be finished within a few weeks, but this did not present an urgent need to return.
- He always wears a seatbelt but does not use the shoulder strap. He does not typically wear the belt loose.
- He did report hitting the airplane's ceiling once when in extreme turbulence.
- He was a "stickler" about calling air traffic control, and would always maintain radio contact, always switching to Oakland Center as he approached the Sierras on the return journey.