



RECORD OF IN-PERSON CONVERSATION

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Western Pacific Region

Date: December 6, 2017
Person Contacted: Mr. Brent Wood (Student Pilot)
NTSB Accident Number: WPR17FA215

Narrative:

The interview occurred on December 6, 2017 @ 1230 at the WPR Regional office.
The following information is a synopsis of the conversation.

- The student pilot and flight instructor had spoken weeks prior to the accident regarding the night flight.
- The original plan that he was supposed to plan, was supposed to include Puyallup (PLU).
- Should have been Shelton (SHN)-Puyallup (PLU)-Paine (PAE)-Jefferson County International Airport (OS9) -Shelton (SHN)
- Student pilot reported that somehow, he “spaced” adding Puyallup into the flight plan.
- The Wednesday prior to the accident flight: The flight plan minus winds aloft was reviewed by the flight instructor at the drop zone at Shelton.
- Flight instructor said that his plan looked good.
- The student pilot stated that the purpose of the flight was an introductory night flight. This was his first night flight as a student pilot.
- Student pilot works at Shelton airport
- Route of flight was Shelton (SHN)-Paine (PAE)-Jefferson County International Airport (OS9) -Shelton (SHN)
- 1950- Student pilot arrived at airport
- 2000-Was the link up time, link up location was at the pilot’s lounge.
- Student pilot doesn’t remember linking up with his flight instructor prior to the flight.
- 2015-Took possession of the airplane.
- He remembers pre-fighting the airplane.
- Airplane was fueled full prior to flight.

- Departure time was about 2045. The airplane was scheduled from 2030-2230 on the night of the accident
- He reported that the last thing he remembers was sitting in the airplane prior to the flight, with his flight instructor, and they were talking about what the flight plan was going to be.
- Lance said not to use the iPad because its too bright at night

Had the student pilot plan his route.

He mapped out Shelton (SHN)-Paine (PAE)-Jefferson County International Airport (OS9) -Shelton (SHN), and stated “everything was straight line distance”.

Q. Had you flown this route during the day?

A. Yes,

Q. This exact route?

A. Yes

Q. How did you usually navigate?

A. Heading and ground reference points.

Q. Did you ever back up the points with your GPS?

A. The GPS was always there, but his flight instructor would have him do his calculation on the E6B.

Q. Did you use the iPad on the night of the flight?

A. He is pretty sure that he did not use his iPad on the flight.

Q. What altitude did you plan on or did you normally plan?

- First Leg-SHN to PAE was normally at an altitude of 3,500 ft to stay under Bravo airspace.
- Second Leg-PAE to OS9-1,500 ft-2,000 ft because it’s such a “short hop”.
- Third Leg-OS9-SHN always flew at 5,500 ft “so that we could clear the mountains”.

The student pilot was made aware that we recovered his sectional chart and his written flight plan in the floor board of the wreckage. The third flight leg depicted an altitude of 3,500 ft. He was asked about the visual reference points that he had selected on the chart.

Q. Do you know what the ceiling was?

A. About 4,200 or so.

Q. Do you remember changing your flight plan due to weather or anything?

A. I don’t think this is the one from that night.

Q. Does it look familiar?

Y. Yes it looks familiar because it’s the one he uses all the time. But he doesn’t remember Bremerton being a checkpoint.

(it was pointed out that even though Bremerton is noted on the flight plan, the direction of travel doesn’t change, so the assumption was that it was a visual check point).

He is doubtful that it’s his flight plan because it’s not filled out all the way.

(You said normally you plan the third leg at 5,500 ft, the ceilings are at 4,200 ft., you either must go over the clouds or under them)

Q. On the phone you said there were some hard truths. What are those hard truths?

A. We just messed up, there were just too many new things out of the norm, that added up to a lot of mistakes. (new equipment, night, first night flight)

The table below is a representation of the information that the student pilot reported. He was unable to remember anything prior to linking up with his flight instructor on September 9, 2017 about 1300 at the drop zone where he worked.

Time	9/26/2017-Tuesday	9/27/2017-Wednesday	9/28/2017-Thursday	9/29/2017-Friday
430	Work-Army	Work-Army	Work-Army	Work-Army
500				
600				
700				
800				
900				
1000				
1100				
1200				
1300	Work at Drop Zone	Flight Instructor Checked Flight Plan (Minus winds aloft)	Work at Drop Zone	Unsure when he woke up, his wife told him he was asleep when she left for work.
1400		Work at Drop Zone		
1500				
1600				
1800				
1900			1930-2230 Played Base Ball	
2000				
2015				
2030				
2045				Depart Shelton
2100				
2200				
2230				