



RECORD OF CONVERSATIONS

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Air Safety Investigator
Western Pacific Region

Date: October 2, 2017 (Rev A/typos)
Person Contacted: Mr. Thomas Wallitner (President) and Mr. Matthew Wallitner
NTSB Accident Number: WPR17FA215

Narrative:

The following is a synopsis of the information provided by Mr. Thomas Wallitner (President, Shelton Flight Club) in person, and his son (Mr. Matthew Wallitner, CFI and club officer) by telephone, in two intermixed conversations on this date:

Mr. Thomas Wallitner

- The IIC and Mr. Wallitner met at the pilot's lounge in the hangar complex near the southeast corner of Sanderson Field-Shelton (SHN)
- He is the lifetime President of Shelton Flight club (referred to in this document as "SF")
- SF has 3 airplanes, including the accident airplane
- Two (including the accident airplane (N9549W) are based at SHN, one (a Piper 235 Comanche) at Olympia
- Each airplane at SHN was kept in its own hangar
- SF just purchased N9549W about 1 year ago
- The airplane was maintained by Olympic Air at SHN
- Mr. Wallitner stated that the airplane was a reliable, good airplane, and that he had high confidence in Olympic Air maintenance services
- Mr. Wallitner is a retired airline pilot, but only can fly LSA aircraft because he does not hold a current FAA medical certificate
- He has never flown or flown in N9549W
- Mr. Wallitner knew the accident CFI Mr. Akins, but not very well
- Mr. Akins was the brother of the co-owner of Kapowsin Air Sports (KAS) at SHN
- Mr. Akins was a skydiver with KAS
- The student pilot (Mr. Wood) was also a skydiver at KAS
- Mr. Wood was a current US Army Ranger
- Most of the administrative and technical operations of SF were handled by Mr. Matthew Wallitner

- Each airplane has a flight log sheet which records times and fuel servicing and airplane squawks
 - These are filled out by the pilots using the airplanes
 - The sheets are kept in the airplanes or hangars
 - The sheets are used for billing and maintenance purposes
- Airplane scheduling is accomplished via the SF website
- Pilots rent the planes 'dry', pay for their own fuel, and are to top off the airplanes at the completion of each flight
- Mr. Wallitner did not know the planned route of flight for the accident trip
- He heard that the airplane was flown immediately prior to the accident crew, and that that crew literally was handed the airplane keys at the airplane turnover that evening
 - The handover occurred about 2000 that evening
- Mr. Wallitner had retrieved all the airplane records from Olympic Air due to an NTSB request
 - He provided the records for NTSB examination/capture; these are documented separately
- A current weight and balance form was not observed in the records provided
- A search of the hangar did not yield the airplane flight log sheet

Mr. Matthew Wallitner

- Mr. Matthew Wallitner ('MW') was telephoned by his father and the IIC spoke with him for 10 to 15 minutes
- MW is a high level manager in the FAA systems division/group in the Seattle area
- MW was much more active in the SF daily goings-on than Mr T. Wallitner was
- MW was a CFI and had flown N9549W multiple times
- MW stated that the accident airplane was a good, reliable airplane
- The scheduling calendar can be accessed via the SF web site
- The schedule does not indicate whether the airplane was flown, only that a pilot had reserved the airplane
- According to the schedule the airplane flew at least once prior on the day of the accident, and at least once the day prior
 - On Sept 28, the airplane was blocked from 0800-1400 by Mr. Richard Sanders, and from 1630-2000 by Mr. Brandon Palmer
 - On Sept 29 (accident day) the airplane was blocked from 1730-2000 by Mr. Neil Youtsler, and from 2030-2230 by Mr. Brent Wood (accident student pilot)
- MW stated that his review of the radar tracking data (which he had access to via his employment position with the FAA) indicated the following:
 - The airplane flew from SHN (departed about 2045-2100) to Paine Field (PAE) and conducted one touch and go there
 - It then flew to Port Townsend (OS9) where it performed one touch and go
 - It departed OS9 at 2200 (PDT) and maintained a "steady track" of about 200° which was essentially direct to SHN
 - The airplane climbed to a maximum indicated altitude of 3,700', and then descended to level off about 3,500'

- o The airplane deviated slightly in heading and altitude
 - o The last radar target was obtained at 2213, with an indicated altitude of 3,100' and about 7 miles south of OS9
- MW was informed that the flight log was not located in the hangar; he suggested that it was in the airplane
 - o The flight log was not observed in the wreckage, but was not explicitly sought
- One member of the SF club was also a fireman and SAR person whose teams were called out on the accident, but that person did not participate in the initial (for unknown reasons) response
- The student pilot was a skydiving instructor at KSA
- MW provided the phone numbers of the pilots who booked or flew the airplane the day of and the day before the accident