



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: September 6, 2017
Person Contacted: Mr. Michael Berardinelli (Previous owner of N65EW)
NTSB Accident Number: WPR17LA195

Narrative:

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

- Mr. Berardinelli was the previous owner of N65EW; he traded it to Mr. David Bowers for another airplane (C-172) and some cash
- Mr. Bowers lives in Georgia, and Mr. Berardinelli lives in Idaho
- That transaction was completed "by mail" an unspecified time prior to the accident
- Mr. Bowers flew the C-172 from Georgia to Nampa ID about 2 weeks ago
- The C-172 remained in ID after that
- Mr. Bowers returned to Georgia without N65EW, for undisclosed reasons
- A few days prior to the accident, Mr. Bowers advised Mr. Berardinelli that he (Mr. Bowers) would be unable to come to ID to pick up N65EW, and so was sending a friend (Mr. Akin) to do that
- On Friday 9/1 (the day before the accident) Mr. Akin and Mr. Berardinelli met so that Mr. Akin could take possession of the airplane (which was at Nampa ID)
- Mr. Berardinelli offered to fly with Mr. Akin to get him acquainted with the airplane, but said that he could only do that if he (Mr. Berardinelli) could fly from the left seat, since he had never flown from the right seat.
 - Mr. Berardinelli gave Mr. Akin the opportunity to fly with an instructor if Mr. Akin wanted his intro flight from the left seat
 - Mr. Akin opted to go with a CFI of Mr. Berardinelli's naming
- The CFI was Mr. Brian Case, who Mr. Berardinelli had flown with frequently
- The CFI and Mr. Akin flew the airplane for about 1.5 hours on that Friday 9/1
- After that flight, Mr. Akin took possession of the airplane (keys, logbooks, etc)
- The airplane was then tied down in the transient parking area of Nampa ID airport
- Mr. Akin stated that he was planning to leave for Georgia the following morning (Saturday 9/2)

- o Mr. Akin made no mention of any other flight intentions
- About 6 pm MDT on 9/2, Mr. Berardinelli texted Mr. Akin to check on the progress of the supposed return flight
- Mr. Akin immediately telephoned Mr. Berardinelli and advised him of the accident & accident circumstances
- Mr. Akin told Mr. Berardinelli that he (Mr. Akin) was originally from California, currently living in Georgia, but wanted to move to ID at some point
- Mr. Akin also told Mr. Berardinelli that he had "no backcountry flying experience"
- The airplane was equipped with a Lycoming O-320 D1F engine
 - o It had "high compression pistons"
 - o It had a "Powerflow exhaust" system
- Mr. Berardinelli owned the airplane for about 1 year
- He opined that "unless the airplane was loaded with fuel and bags and people, it should have had no trouble climbing"
- He stated that he estimated that Mr. Akin weighed about 220 lbs