



RECORD OF CONVERSATION

Tealeye Cornejo
Air Safety Investigator (Field)
Western Pacific Region

Date: 02/14/2016

Person Contacted: Gerald Bublitz [REDACTED]

NTSB Accident Number: WPR18FA026

Narrative:

Mr. Bublitz stated that he met Mr. Hilde, the pilot, in 2015. They were neighbors. Mr. Bublitz is also a hunter and drew an Elk tag. He knew that Mr. Hilde had property in the Owyhee's and had been speaking with the Mr. Hilde about where best to concentrate his hunting efforts.

They were supposed to go elk spotting the week before the accident, but it didn't work out. The day before the accident, Mr. Bublitz called the pilot to see where he should look for elk. Mr. Hilde told Mr. Bublitz that he would be able to take him flying the next day.

On the day of the accident, they departed Mr. Bublitz residence about 0600 and arrived at the airport about 0630. He didn't know they were going to be joined by Mr. Ashley.

The flight to the Owyhee's was turbulent and they had a headwind going south. Mr. Bublitz stated that he when he looked out the window toward the ground, the cars were moving faster than the airplane.

Mr. Bublitz said that they had to fly through castle creek as they were not able to get over the mountains due to turbulent and gusty wind conditions. He said that he suffers from motion sickness and as a result, he was feeling ill. He grabbed the sick sack and was dry heaving in it. He told Mr. Hilde that he would be fine and to keep going, but Mr. Hilde decided to land at his airstrip on his property.

They circled the airstrip and landed to the south, got out and went to the cabin area for about 15-20 minutes.

When he got into the airplane and put on his seatbelt, Mr. Bublitz recalled that his seatbelt was very tight, but he figured once airborne that he could readjust it. The takeoff was normal, and he was looking out the window to the left. About ¼-mile after takeoff, the airplane shifted to the right, and then the airplane's nose was pointed toward the ground. He thought Mr. Hilde had added power to the engine to fly out of the situation as the engine noise had gotten louder. The airplane stuck the ground and he passed out. He wasn't sure how long he was out, but he did recall Mr. Ashley had cut his seatbelt, which was choking him at the time, so he could get out of the airplane.

Mr. Bublitz attributed the shift to the right as turbulence and was not concerned with it as the entire flight had been bumpy and turbulent.

Mr. Bublitz stated that prior to the shift, the airplane was ascending, and everything seemed normal at the time; no abnormal engine sounds. The airplane's nose snapped right.

The airport was in a canyon surrounded by bluffs. Mr. Bublitz recalled that they landed to the south and took off to the south. He didn't feel that the pilot was aggressive on the takeoff. He also did not recall hearing the pilot say anything during the takeoff and subsequent crash.

The takeoff from BOI was to the east and Mr. Bublitz reported that they climbed quickly. By comparison, the takeoff from the ranch was slower, but he attributed that to the pilot not being in a hurry. The airplane was climbing with a takeoff power setting.