



RECORD OF CONVERSATION

Jackie Vanover
Aviation Accident Investigator
Western Pacific Region

Date: January 15, 2018
Person Contacted: Mr. Erik Jensen (Flight Instructor)
NTSB Accident Number: WPR18FA063

Narrative:

The following is a synopsis of the information provided by Mr. Erik Jensen an in-person interview.

- His flight was the flight prior to the accident flight in the accident airplane, the student pilots name was Zach Tingy. His flight was delayed due to ground training that he was conducting with the student pilot. His total flight time was about 30 min. The flight was a local flight.
- Zach was not a club member, he was getting checked out.
- Zach's contact information is [REDACTED]
- He did not feel light-headed, and he did not have a headache after his flight in the accident airplane. In addition, he felt fine the following morning.
- He is a CFI with about 900 hours TT, about 300 hours in Make, and about 20 hours in the accident airplane.
- He said that he had the airplane scheduled from 1200-1400, but was unsure.
- The program that there club uses for scheduling is schedule master.
- They spent about an hour on ground.
- He watched the student pilot preflight the airplane.
- The airplane was fueled prior to their departure.
- He didn't notice anything wrong with the airplane during the pre-flight inspections.
- He thinks that the tact time for his flight was about 0.7 hours.
- The airplane did not show any signs of carburetor icing during his flight and he did not use the carburetor ice.
- Erik stated that they did not use the cabin heat during their 30-minute flight, since it was not necessary because the temperature was mild.

- He landed just before Peter had the airplane scheduled. When he taxied to the ramp, Peter was waiting at the tie downs.
- When they returned, they fueled the airplane. (see fuel receipt from Mountain Valley Aviation).
- The fueller attached the ground strap to the exhaust, and stated that the exhaust seemed a little “loose”. Erik said that it has always been a little bit loose. He contacted the Maintenance Director for the flight club. The Maintenance Director asked him to send him a video of the loose exhaust stack.
- Peter had stated that he didn’t have a medical.
- Peter asked Erik if this was a “red item or a yellow item,” he stated that he was unsure, and that he probably should have someone look at the airplane.
- Erik called Denny (his flight instructor) and informed him that the exhaust stack was loose.
- He is unsure if anyone had looked at the airplane, prior to the accident flight because he had another flight.
- While he was in the pattern and recalls hearing Peters voice and thinking that he was stumbling over his words when the control tower provided the departure clearance, which was also the last call he remembers from the accident airplane.
- The fuel burn is about 8 GPH in the accident airplane.
- Erik recalls bringing up the issue in earlier flights, and he was told that this was normal because it’s a power flow exhaust.
- He did not think it was dangerous.
- The power flow exhaust is supposed to add horse power.
- He could see about three inches into the cowling.
- He stated that he could tell that Peter was a little nervous about it. He suggested that he should call maintenance.
- When he spoke to Peter, he seemed personable, and seemed to be alert.

Review of the video

- He pointed to the clap (PN 7020) attached with AN4C5 which is the first connection on the short stack exhaust.
- The exhaust was not touching the sides of the cowling. The exhaust was moving front to back about 1 inch.
- He showed us the video that he had on his phone. There was an audible clicking sound, and the exhaust was not touching the cowling.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: January 15, 2018
Person Contacted: Scott Goodfellow (Director of Maintenance CB Aviation)
NTSB Accident Number: WPR18FA063

Narrative:

During an in-person interview with Scott Goodfellow, the following is a summary of what he stated.

- Started his aviation flying career in 1986 and soloed in 1989.
- His last aviation maintenance position was at Keystone in Salt Lake City, Utah.
- He was currently the Director of Maintenance of CB Aviation.
- He has held that position for about 3-6 months.
- He was employed with CB aviation for about 2 years.

- The day of the accident, he came to work at 0600 and left about 1500.
- 0600-1500 was his normal work hours.
- He received text from the club showing the video of the exhaust.
- Jason (another mechanic) and him went to go look at the issue.
- He looked in the cowlings and did not notice anything abnormal.
- The movement of the exhaust stack was about 1 inch.
- When asked if this was normal play for the exhaust, he stated he was not aware of any standards.
- He did not see it as a safety concern.
- He did not make a logbook entry.
- Both of the pilots were on the co-pilots side of the airplane.
- The pilot remarked to him that he was going to take the airplane.
- He stated that both pilots appeared to be alert and in good condition to fly.

- Diamonds use the powerflow exhaust system on their airplanes.

- He has to take them apart once a year. (disassembly, cleaned, ATI seize, and heat muff, It was done by Jason).
- When asked about the carbon monoxide detector placards, he stated they cost about \$7 and had a shelf life of about 1 ½ years.
- When asked about using the exhaust stack for a grounding point during refueling, he stated that is was normal and would not damage the exhaust unless it was not removed and the refueling truck drove off with it still connected.
- He stated he was in touch with a maintenance official at the club but was unaware of their procedures otherwise.



RECORD OF CONVERSATION

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: January 14, 2018
Person Contacted: Ann Ellis (Wife of Peter Ellis-private pilot rated accident passenger)
NTSB Accident Number: WPR18FA063

Narrative:

During a conversation with Ann Ellis, the following is a summary of what was she stated:

- She became concerned when Peter did not return and called the other pilot's wife, whose son was contacted that worked at the airport.
- Jenny's son called the flight service station and started the missing aircraft process.
- Peter said they were planning to fly by the Golden Spike show that started at 1500.
- She said it was normal for Peter to be in the left seat.
- He was receiving treatment for a medical condition [REDACTED]
- He was under the medication [REDACTED] until May 2017.
- His instructor was aware of Peter's medical condition.
- The day of the accident he was energetic, excited, felt strong, and appeared in good condition to fly.
- The previous 72 hours he did some cardio exercises, appeared to be good health and had normal sleep.
- He flew about 2-3 times a month.
- He flew exclusively with his instructor Denny.
- She said that he was a safe and conservative pilot.
- She mentioned that she had previously flown in the accident airplane and it had a four-point harness.
- She expected him home about 1630 that day.
- She returned Pete's personal belongings that were located during the recovery.



RECORD OF CONVERSATION

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Senior Aviation Accident Investigator
Western Pacific Region

Date: January 14, 2018
Person Contacted: Spencer Guthrie (Husband of Private Pilot Peter Ellis's Daughter)
NTSB Accident Number: WPR18FA063

Narrative:

During a conversation with Spencer Guthrie, the following is a summary of what he stated:

- He had listened to the ATC tapes and it was Peter's voice on the radio calls except for maybe one time (he was to confirm that).
- Reviewing the radar data, he calculated the impact point and let the local authorities know where to search. He later revised his calculation and shared the information that proved to be about where the airplane was located.
- He was going to email me all the accident data he had collected.