



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

TAMMY BRANTNER (SPOUSE) AND BRIAN, KYLE AND SCOTT (SONS)

Ms. Brantner stated that he husband had been flying for as long as she had known him. When they first met, he owned an Aerostar and they would routinely fly up from the Ventura, California area to Sunriver from around 1993-96. In 1996 he became a certified flight instructor and routinely would teach aerobatics. Thereafter, he owned 2 Merlins and would routinely fly a Cessna 206 and 182. From about 2003-17 he did not fly, but after moving to Prescott (around 2014) he wanted to start again. She recalled that he had actively been looking for an airplane in the past year. He had gotten hangar at the airport and she knew it was inevitable that the airplane would soon follow. He decided on the Cessna 210 after he did a demo with a Cessna 414 and was not impressed with that airplane.

She recalled that he decided on the airplane because it had capability for him to be able to fly on every mission (e.g., ice, instruments, etc). After purchasing the airplane, he flew to Kalamazoo, Michigan to retrieve the airplane and familiarize himself with the systems. Since being in Prescott he had a lot of maintenance done and was planning on taking a long trip up to the Spokane, Washington area to visit one of his sons. He was going to get night currency on the day of the accident so he could complete this flight later in the month.

She described his personality as being very methodical and "type A." She stated that he was driven and very precise where he could actively zero-in to any project. He was a plastic surgeon by trade and a Federal Aviation Administration (FAA) Designated Medical Examiner and wanted to continue to act in that capacity well past retirement.

She stated on the day of the accident he woke up at his normal time of about 6:30 AM and went to work at around 8 AM. From her text message history she figured he left work about 6:30 PM and had sent her a message stating that he was stopping at the airport to get night currency. She stated that nothing new had been occurring in his life and he had been acting like his normal happy self. He took the following medications: hydrochlorothiazide 12.5mg and Allopurinol 300mg. He had a urinary tract infection a few weeks prior and had taken antibiotics. He used green-colored hard contacts for his vision which she would take out every night.

LINDA NEWTON (NURSE) [REDACTED]

Left message 9/12/18

SHELLY BARBANDI (NURSE) [REDACTED]

Zoë Keliher
Air Safety Investigator
Western Pacific Region

Shelley stated that she began working at the same clinic with the pilot in May. On average she worked about 2 to 3 days a week with him. She worked with him on the day of the accident and recalled that he had mentioned he needed to log nighttime hours in his airplane. She stated that nothing seemed different with him and he was generally in a good mood. If any difference, he may have been a little more tired from working longer hours.

ERIC HENDERSON (PRC AIRPORT OPERATIONS) [REDACTED]

Mr. Henderson sending a statement...

Other airport ops (Doug Whitney – main ops number [REDACTED])

JIM VAN WEELDEN (PRIOR OWNER) [REDACTED]

Jim stated that he owned the airplane for about 2.5 years and flew it about 130 hours. He sold it to the pilot through a broker. When the pilot came to pick up the airplane he hired a CFI, Chuck (Charles) Robinson, to fly it with him. He stated that the airplane handled great in all types of weather. Nothing was unusual about the landing characteristics and he regularly flew it with just himself. He did note that at a higher airspeed there was fairly significant pitch change put flaps down. Half nose-up trim. Standard backlit radio. Fluorescent lights under the glare shield.

CHARLES ROBINSON JR (FLIGHT INSTRUCTOR) [REDACTED]

The flight was 2.3 hours where they performed 3 landings [taken from pilot's logbook]. Had recalled that the pilot had other high-performance time. He thought the may have done power-on and power-off stalls but couldn't remember the details of the flight. He appeared to be capable and couldn't recall anything out of the ordinary.

JOHNATHAN LAUDRON (FLIGHT INSTRUCTOR) [REDACTED]

Mr. Laudron stated that the pilot came in for flight instruction around October 2017 with the intention of getting recurrent in flying and completing his biannual flight review. He completed a total of three flights with the pilot, the first of which consisted of several touch-and-go practice takeoffs and landings and pattern work. The other two flights were primarily focused on using the G1000. He recalled the on the first flight the first landing the pilot came in and a flat pitch attitude but had corrected on the landings following. He stated that they only landed on 21L.

IAN BOYLE (FLIGHT INSTRUCTOR AT EMBRY RIDDLE)

My statement is as follows:

As we were setting up for left base for 21L we noticed that the Centurion was overshooting final. The Centurion ended up above and in front of us (about 200-300 feet) set up for 21L, he was told he was cleared for the option on 21R. Tower called him and told him to confirm that he was set up for 21R. Prior to tower making that radio call I was waiting for airspace to inquire about the new aircraft in front of me with tower. He confirmed that he was set up for 21R as he started to slip back over to the centerline to for 21R, during the maneuver to get back on centerline he seemed to aggressively pitch down to get on glideslope for the runway. I went back to teaching my student

about night landings and decided to check on him one last time to make sure he was still set up for the correct runway and not back in front of me. At this point I noticed that I could see the ground in his landing lights and that he was extremely low for how far he was from the runway. I asked my student to check to see if what I was seeing about his approach path seemed correct, and she agreed that he seemed low. Tower then called the go around for him and moments later he impacted the ground. I then called tower and let them know what had happened to the aircraft and that it was short of the runway on fire. After I was instructed to go around I made the decision to exit the airspace and divert down to KDVT, Deer Valley, in Phoenix as per company policy.

I noticed he was overshooting initially from his landing lights, then knew he was directly in front of us because I saw his beacon, position light, and strobes. When I noticed the ground in landing lights he was approximately a quarter mile from where he impacted the ground. His landing lights were position right in front of him facing 21R. From my vantage point his attitude seemed to be in a normal descent to the runway. He did not seem to be in any unusual attitude for his phase of flight. When I noticed that he was low, he was probably 100-200 feet AGL at that point. Tower called the go around approximately 3-5 seconds before the impact. When the impact happened he hit the ground in what looked like almost a level pitch attitude, then seemed to briefly slide forward before bursting into flames. After that I did not see anything.

In regards to your question about 21R:

I have had student fly slightly higher than normal approaches when landing on 21R at night due to the width of the runway. Other than that the approaches have been normal to 21R at night. It is slightly darker on that runway during the final descent to the runway than on 21L, but nothing that is that noticeable to make for an abnormal approach and landing.