



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: February 7, 2019
Person Contacted: Mr. Raymond Murillo (Preflight Witness)
NTSB Accident Number: WPR19FA080

Narrative:

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

- Mr. Murillo and his partner have two airplanes at KEMT
- One is kept in a hangar, and one tied down outside on the ramp
- Due to recent rains, the partners were working on the one tied down outside, because rain had intruded, and they were drying out the airplanes interior
 - They were shuttling between that airplane and their hangar, located about 1/4 mile away, so their presence on the ramp was not continuous
 - They started working on their airplane about 1630 local time (PST)
- The accident airplane was tied down just to the right of their airplane, both facing in the same direction (south)
- The witness first saw people at the accident airplane about 1710
- There were three persons present at the airplane
 - The pilot
 - A woman
 - A male accompanying the woman
- The pilot and woman were Asian, but the witness did not get a good look at the male accompanying her
- That male was taking some photos of the woman and/or pilot/airplane
- The temperature was relatively cold (~50° F) and it was windy
- The pilot and woman had "parkas" on
- The witness said that the pilot's preflight appeared to be rushed and cursory
- The pilot and woman boarded the airplane, and the male walked into the "Billionaire" FBO/terminal, and did not return
- The witness and his partner both noticed that the left tieddown chain/rope on the accident airplane was still attached

- The pilot began cranking the engine to start the airplane
- The witness exited his airplane and got the pilot's attention by shaking the wing
- The witness pointed to the tiedown, and via sign language and eye contact it was agreed he would remove the left wing tiedown
- The pilot did not exit the airplane, and the witness removed the tiedown
- The airplane subsequently started and taxied away with the pilot and woman on board- no others
- The witness had never seen or met the pilot before
- Unspecified persons at the KEMT saw some interactions between the pilot and witness, and mentioned that to the KEMT management after the accident, because they thought the two knew one another
- The KEMT manager called the witness to find out if the witness knew the pilot (which he did not)
- The manager advised the witness that the airplane was involved in a fatal accident
- The witness relayed his observations to the KEMT manager
- The KEMT manager contacted LA Flying Academy (the accident airplane rental facility at KAJ0) to report that he had a witness to some activity at KEMT
- Veronika from LA Flying Academy subsequently called the witness for details of the tiedown event
- She provided the witness's contact information to the NTSB
- The NTSB contacted the witness and obtained his recount