



## RECORD OF CONVERSATION

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**Western Pacific Region**

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**Date: April 10, 2019**  
**Person Contacted: Paul Dwyer (Co-Owner and CFI) and Charles Grosvenor (CFI)**  
**NTSB Accident Number: WPR19FA106**

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### **Narrative:**

During a conversation with Paul Dwyer and Charles Grosvenor, the following is a summary of what they stated:

- Paul initially started with Zia Aviation in 2001.
- The accident pilot worked there as a CFI and A&P certified mechanic.
- He was the Chief Instructor Pilot.
- In 2005, the current company Sierra Aviation was founded.
- The accident pilot was a co-owner, and present since then.
- Charles was hired in 2011, as a CFI.
- Paul commented that he was not a fan of light sport airplanes.
- Stated that the landing gear was flimsy.
- The accident airplane (Tecnam) was acquired about 6 months ago by the company.
- The accident airplane had good visibility, a control stick, and the accident pilot was the CFI for that airplane exclusively.
- Said that the accident pilot was known as the "Rudder King."
- The accident pilot owned a tail wheeled airplane (Decathlon), and was very precise, and possessed above average piloting skills.
- The accident pilot was a former Air Force communications officer and learned to fly at one of the Air Force base's flying club.
- No incidents or issues with accident pilot at the company.
- The accident pilot had a gear up incident a few decades ago.
- Paul was flying on the day of the accident in a Cessna 172.
- He took off on runway 33 and said it was turbulent that day.
- He was airborne during the accident.
- When he called in, the tower said that there was a lot going on and he noticed some smoke.

- The landing runway was changed to runway 20 and he believes he was on a left downwind for that runway (normally a right downwind).
- He accomplished and touch and go, left traffic, and then a full stop landing.
- He noticed a lot of flashing lights and smoke by the ANG unit.
- He took off about 1500.
- Conditions that day were described by Paul to be turbulent with the winds picking up during the afternoon, good visibility. However, he did not modify his flight in any way because of the turbulence or winds.
- He flew the flight with a potential new hire pilot.
- Charles did not fly on the day of the accident.
- Both commented that the Tecnam is a good aircraft.
- The CFIs at the company flew about 3 times a day.
- Paul stated that the accident pilot was in good spirits and appeared fine on the day of the accident.
- Neither of them had flown with the accident student pilot before.
- The accident student pilot was in the last stage of his check out for the light sport.
- The accident CFI made no negative comments about the accident student pilot and they both felt that he was average to above average, otherwise, they would have heard some comments about him from the accident CFI.
- Maintenance on the accident airplane was done by Skyland.