



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

ROBERT JAY BROWN (BROWN FARM)

A witness stated that he owned the farm adjacent to where the accident site was located. The pilot had built grain silos for him in the past and he had contracted him to build more. The pilot and passenger, an employee at the pilot's company, had planned to visit the farm that day and had discussed with the witness landing at the farm. The pilot had been to farm on prior occasions, but had never flown there. The witness recalled the pilot called him at 1423 saying that he was flying over the town of Wolf Point and would be landing at the farm shortly. The witness, positioned near his silos, observed the airplane fly over his location and make a left turn to the west paralleling the dirt road he intended to land. The airplane then began a turn to the east to come back and land. He observed the airplane make a sharp turn and descend into terrain. Upon impact, the airplane burst into flames in the witness drove his water truck to put up the fire.

HEATH ROSE (FLIGHTLINE FLS)

May 07, 2018: Annual performed at Flightline, Gillette, Montana:

Make Model	Registration	Tach/Hobbs Time	
C-182L	3469R	2951.41	
Quantity/Hours	Description		
	SERVICE AND LABOR		
18	2018 Annual		
18	Install rear bulkhead kit		
5	Remove and replace seals in nose strut		
5	Remove and replace hoses and sasket in Left hand fuel tank		
0.5	Remove and replace left hand elevator		
23	Repair left hand wing		
2	Rigg flaps system		
1	Rigg elevator system		
2	Rigg aileron system		

Bought in LA and looked like pulled out

Mr. Rose performed maintenance on the airplane in 2018. He stated that the pilot had owned the airplane for about a year prior to taking it to his shop. The pilot had purchased it from an individual in Louisiana and it had undergone a recent annual inspection, said the pilot had waited about a year before taking it to a mechanic. Mr. Rose stated that the airplane was in poor condition and inform the pilot that it would need extensive work just to make it legal.

Mr. Rose recalled the numerous repairs that he performed included: replace the rear bulkhead (there was a crack in the old bulkhead), replace the elevators, and re-rig the controls. He recalled that the airplane came in for annual sometime in January of 2018 and was signed off/completed late April or early May of that year.

Zoë Keliher
Air Safety Investigator
Western Pacific Region

BRUCE MCWHORTER (HEART OF THE WEST ENGINES)

DATE 08/01/2018 TACH: 3011.0 TSOH: 329.28

PERFORMED CYLINDER COMPRESSION CHECK WITH THE FOLLOWING READINGS: #1-40, #2-70, #3-70, #4-68, #5-70, AND #6-68. REMOVED #1 CYLINDER AND REPLACED WITH AN ENGINE READY OVERHAULED ASSEMBLY. SEE TAG FOR ALL PERTINENT DETAILS. REMOVED LIFTERS FOR CYLINDER #1 FOR BLEEDING AND FOUND THE INTAKE LIFTER COLLAPSED. INSTALLED AN OVERHAULED REPLACEMENT. DRAINED ENGINE OIL AND REMOVED OLD OIL FILTER. SERVICED ENGINE WITH AEROSHELL 100 STRAIGHT MINERAL OIL FOR BREAKIN AND INSTALLED A NEW CH48108-1 FILTER. REPAIRED CARB TEMP PROBE WIRING. TEST RAN ENGINE WITH ALL INDICATIONS GOOD. RECHECKED COMPRESSION ON CYLINDER #1 WITH A READING OF 74. ALL COMPRESSIONS WERE TAKEN AT 80 PSI. ALL WORK WAS DONE IN ACCORDANCE WITH TCM MANUAL X30556 DATED 10/15/2013.....END.



BRUCE MCWHORTER A&P 

QUINN (FOSTER SON)

Set parking brake and rolled back into hangar and bent the prop. Airplane was in the shop for a year.

PATRICIA HEALD (SPOUSE)

Mrs. Heald stated that the airplane was in maintenance for over a year in Buffalo, Wyoming. After the maintenance and repairs, the pilot commented on how he liked how the airplane operated. She talked to him on the morning of the accident and nothing seemed unusual. He had told her that the purpose of the flight was to get a been set up but didn't know that he would have a passenger, nor did she know the passenger. She did not know much about the airplane.