



Record of Conversation

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR20LA024
Aircraft Registration & Make/Model: N3206R / Piper PA28
Accident Location: Ogden, Utah
Accident Date: November 17, 2019

Mr. Jaren Hudson
Pilot under Training

On January 20, 2020, in a telephone interview, Mr. Hudson explained to me that he has no recollection of any of the events that transpired on Sunday, the day of the accident. He could not recall what he did on Saturday, the day prior or most of the events of Monday, the day after. He stated that he could not be helpful for the accident but could offer up information regarding the airplane. He had flown it once previously and had mechanical problems on that flight. He said that the Arrow was new to him and he had flown it the previous Thursday before the Sunday, the day of the accident. He recalled that the Arrow felt heavier than the Cessna's he had flown in the past. Heavy in Pitch and Yaw, but light in roll. The flight on the 15th originated from Ogden (OGD) to Cedar City (CDC) and back to Ogden (ODG-CDC-OGD). He stated that it didn't have as much climb performance as he thought that it would. He said that it was his impression that a retractable gear airplane would have better performance than it actually did. He said that he did the takeoff out of OGD, but the Instructor did the landing because the instructor wanted to demonstrate how the landing should be accomplished. Mr. Hudson said that is when the problems started with the airplane. The landing was normal, but during the touch and go, he noticed that they were on the departure leg for a long time before the instructor felt comfortable enough to make the right turn to crosswind. Mr. Hudson said that he could tell that the instructor was trying to figure something out. When asked by Mr. Hudson, the Instructor stated that he didn't think the gear came up. He said the Piper had had a history of doing that and you would have to plan on that performance degradation because of that. He said that it took several tries [cycling the landing gear] before the gear would come up and they were over the Milford (MLF) VOR when they felt the gear come up. He said it was the loss of drag and the

acceleration of the airplane that made them feel confident the gear was up. He said that during the return flight o OGD, the “Gear in Transition” light never went out and stayed illuminated until they arrived back in OGD. He took a photograph of the light. He said that that was the only mechanical challenge they had on Thursday. When asked how long the Company owned the airplane, Mr. Hudson thought that the Company was in business for three years and they had the airplane for two years, He mentioned that the airplane had a previous landing on the I15 freeway, and that pilot had a fuel problem. He noted that the airplane then was in the hangar for an extended amount of time. He said that he had already received his private pilot certificate when he came to the school and it took him about a month and a half to prepare for his instrument check ride and the airplane was in the hangar during that period, and a little time afterwards. He stated that he found a few small parts of the airplane that were stuck in his kneeboard, and he would provide photographs.



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Bryce Ransom
Flight Instructor

In a telephone interview with Mr. Ransom, He stated that he recalled very little from the accident flight, but he did remember the engine start. He said that the accident airplane had a history of being hard to start and on the accident flight it started rather easily. He also stated that he recalled a brief period when he was on the ground (after the accident) with the windows broken, where he smelled grass. He recalled being irritated because there were lots of people around and they were asking him lots of questions.

Mr. Ransom stated the airplane had had issues with the landing gear. A year ago, the airplane had an emergency landing then sat in the hangar for quite a while before it got fixed. He said that the mechanics would work on it and then work on other airplanes, but eventually got back to it. Once they got back to it, it took about a month of work and they would have it fixed then it would go back down, and they would fix it and it would go back down again.

He said when Jaren and he went to Cedar City Airport (CDC), Cedar City, Utah. He said that they did not have a problem when they took off from Ogden-Hinckley Airport (OGD), Ogden, Utah, but did have a problem when they took off from CDC. He said that on the take off the light [gear in transition] turned off, but it felt sluggish. He cycled the landing gear to see if that worked. He said the light stayed on, but they had better performance. He texted the Owner, Nate and they agreed that the airplane could be recovered safely. They returned to OGD without incident, but the gear in transition light did not extinguish.

He said this was the third time he had flown the airplane. He said that the first two flights were designed to get him [Mr. Ransom] the five hours he needed for insurance to allow him to instruct in the airplane. His first flight was from OGD to Elko (EKO), Elko, Nevada, and back. His second was with a different instructor from OGD to Brigham City Airport (BMC), Brigham City, Utah, and back. He said that he did multiple take off and landings and he did not have an issue with the landing gear on either flight. He stated that he had accumulated about 7 to 8 hours in the Arrow model airplane. When asked about the previous flight where the same airplane landed on Interstate 15. He said that it had happened before he was with Axiom, but he had talked with the instructor and was told a screw had backed out and allowed a fuel injector nozzle to back out and causing a loss of power. When ask about other airplane issues, he mentioned that the airplane had some type of autopilot function that didn't work. He stated that if you activated it, it would sharply turn the airplane to the left or right. He said that he couldn't figure out how to make it work. He stated that the button to activate it was somewhere on the dash. When asked if he knew that the airplane had a system in the landing gear that would prevent the landing gear from coming up if the airspeed was below a certain value (back up landing gear system), he said "some of that rings a bell". He said this is an aircraft that he did not study the systems very much. He then stated that it was his observation that if the Arrow had an engine issue it has a big sink rate. He thought that was the reason why he did not see the sign that they hit.

When asked about his injuries, Mr. Ransom described major injuries and that he was in the hospital for four weeks.

On March 17, 2020, The IIC spoke with Mr. Ransom. Mr., Ransom had not recalled any more of the event. The IIC shared factual data with Mr. Ransom and told him the engine exam had not revealed any anomalies that would have precluded normal operation. Mr. Ransom made a request to re-look at the engine and the IIC assured him that was not necessary.