

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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PIPER PA28R FATALITY

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NEAR LAS VEGAS, NEVADA

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Accident No.: WPR21FA352

ON SEPTEMBER 22, 2021

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Interview of: UTA PETERSEN

Wife of Deceased

Via telephone

Wednesday,
September 29, 2021

APPEARANCES:

STEPHEN STEIN, Investigator
National Transportation Safety Board

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I N T E R V I E W

(8:30 a.m. PDT)

MR. STEIN: This is Stephen Stein. It is September 29th, 2021, 8:30 a.m. Pacific Daylight Time. I am here to interview Uta Petersen.

INTERVIEW OF UTA PETERSON

BY MR. STEIN:

Q. Uta, would you mind spelling your first and last name for us?

A. Oh, hi. My name is Uta Petersen. First name is U-t-a. Last name is P-e-t-e-r-s-e-n.

Q. Great, and do you mind if we record you?

A. No, not at all.

Q. Thank you very much for that. Okay. So Uta, the first thing we're going to do is I'm going to go ahead and just ask you to kind of walk us through -- or walk me through, rather -- the background of the flight, the purpose of the flight.

I know that we covered this yesterday, but we're unfortunately impeded by lousy cell phone service. So you'll have to repeat some of this, which I apologize for, but if you wouldn't mind, just go ahead and restate the purpose.

A. Okay. We were supposed to go on a one-week vacation on a houseboat with a couple of friends at Lake Powell, and our intention was to leave St. Martin at 11:00 on Wednesday and fly down to Page, close to Lake Powell, and board the houseboat.

We actually -- I made a joke because we arrived at the St.

1 Martin airport at 10:59, so we really made the 11:00 schedule.
2 And we loaded the airplane, took off, did the flight following --
3 it was a busy flight, it was a lot of -- there were a lot of
4 airplanes out, and so they pass -- you know, flights following
5 they pass you on from tower to tower. And everything was fine.

6 We had to do a larger -- one of the restricted areas, we had
7 to do a larger loop around it because they asked us to go higher;
8 we were at 11,000 feet, and they asked us to go up to 13. And Jim
9 said he cannot do that because we don't have any oxygen, so we
10 just had to do a bigger loop around this area.

11 And there was also fire and smoke, and we arrived in -- close
12 to the Page airport. And Jim signed off -- was like following and
13 said, "Okay. I'm close to the airport. Thanks for following me
14 and goodbye. Have a good day." And then we continued for a
15 couple more minutes, and everything seems to be fine.

16 It was no -- I thought we were a little close to the ground,
17 but it was a, a pull-off and I figured -- because we probably
18 just, you know -- once we hit the, once we hit the glove, we went
19 as lot more ground on our knees (ph.). And there was a pull-off
20 on the left side and in front of us, and there was no engine
21 trouble or there was no trouble as -- there was nothing I, I
22 noticed.

23 But all of a sudden, Jim did get upset, and he started
24 pushing buttons. And he pulled closer out and pushed buttons
25 again, and then we crashed.

1 Q. Okay. So let's, let's focus in on those last -- that last
2 minute; so when he started pushing buttons. So you said he, he
3 started pushing buttons, and then he pulled, pulled what?

4 A. He -- Rudder -- the Rudder.

5 Q. The Rudder? Gotcha. Okay. Thank you. So then, then he, he
6 -- what do you mean pulled the -- he manipulated the Rudder?

7 A. What was that?

8 Q. He manipulated the Rudder? So the, the Rudder's controlled
9 with feet.

10 A. Yeah, he, he pulled it a couple of times.

11 Q. Okay. Okay. And then, and then you guys crashed. So do you
12 remember the crash at all?

13 A. Kind of.

14 Q. Okay. Do -- you -- I'm -- I, I hate to make you re-live
15 this, but if you wouldn't mind, it would, it would help us greatly
16 if you could tell us what you --

17 A. I, I -- all that was the impact, and I think I was
18 unconscious for a couple of minutes. I don't know for how long,
19 but I was unconscious for a couple of minutes. And I remember I,
20 I didn't know where I was and what happened, and the weird thing
21 was, like, my, my phone texted.

22 And it was my friend Lorrie's people we were supposed to go
23 on the houseboat with. They came down by car, and she texted me,
24 "We arrived. Where -- we arrived at the marina. Where are you
25 guys at?" And -- at the airport, and all I, all I could text her

1 is, like -- I texted her, "We crashed." And she -- she's locked
2 -- I made a bad joke.

3 And then, they asked for the tail number, and then the
4 cellphone communications -- the phone communication died, too. I
5 don't know how, how this came through, and she actually -- she
6 told me I talked to her on the phone. And she, she said I talked
7 to her on the phone and that I told her, "I think Jim didn't make
8 it, and we crashed." And I don't remember that conversation, but
9 she said that I did talk to her.

10 And after that, we -- I was unable to call 911. I was unable
11 to text or call anybody, and all cellphone communication ceased.
12 And that was it.

13 Q. So, so earlier on -- thank you for that. So earlier on, you
14 had mentioned that the, the engine was still running after you hit
15 the ground --

16 A. Yes, yes. Once we, we crashed, and the engine was, was just
17 happily running, and I could not reach the key because I was still
18 in my seatbelt. And it was all mangled up. I could not reach the
19 key to turn off the engine, so I just let it go. And eventually,
20 the engine died. I guess we ran out of gas, and that's when the
21 engine died.

22 Q. -- what -- so what indicators told you that the engine was
23 still running? Was it something you heard?

24 A. Well, I heard it, I heard it, and the propeller was going.

25 Q. Okay.

1 A. I mean it was, it was running. It was on. I heard it, and I
2 -- and the propeller in front of me was, was going.

3 Q. The propeller was moving when you were on the ground?

4 A. Yeah.

5 Q. Okay. And then, the -- let's see.

6 A. Actually, I'm not a hundred percent sure if, if it was
7 moving, but the engine was running.

8 Q. Yeah, I was going to say because, I mean, visiting the
9 accident site the propeller blades are, you know, are all bent,
10 and the aircraft's flush to the ground. So there would really be
11 no place for the blades to run --

12 A. Okay. Then, do you know that, that -- but I heard the
13 engine. The engine was happily, smoothly running.

14 Q. So what, what do you remember hearing of the engine? So I'm
15 just curious about that. So what --

16 A. Just a regular engine sound.

17 Q. -- so I'm just -- I'm curious, do you, do you remember
18 hearing -- was it -- like, if I played some sounds for you, do you
19 think you could, you could --

20 A. Well, it was a regular humming when you, when you turn on the
21 engine. You hear the (imitates humming sound). It was just going
22 at a normal speed.

23 Q. -- so the, so the, the, the regular humming sound when you
24 turn on -- when you turn everything on. Okay. I think I know
25 what you were hearing. Let's see. Hang on, going to play

1 something for you. Well, actually I'll playing something for you
2 a little later. I -- okay. I'm just -- I'm curious, so, so do
3 you -- and -- can you mimic the sound, by chance, that you
4 remember hearing?

5 A. Just like a regular engine. (Imitates humming sound).

6 Q. No, that's --

7 A. -- I know --

8 Q. -- that's fine. That's -- I -- that's absolutely fine.
9 It's --

10 A. -- it did -- it didn't do any -- it, it -- there was no
11 irregularity in it. There were no blob blob burled (ph.). It was
12 just humming away.

13 Q. Got it. Okay. So you -- it was a humming sound?

14 A. Yeah, like, what a normal engine does.

15 Q. What a normal -- okay. So, so you equate it with what -- so
16 the, the sound you heard was similar to the engine sound when you
17 were on the ground or in the air?

18 A. Yes.

19 Q. Okay. All right. Okay. So a couple things I wanted to ask
20 you as well. The -- let's see. I wanted to ask you about the
21 items in the back. So when we got out there, there were quite a
22 few items in the back of the airplane. Were any of those items
23 secured?

24 A. Yes, all of the items were secured. We, we were pretty
25 loaded, but Jim had weighed everything to make sure that we are in

1 the weight limit. That wasn't a big concern. The heaviest thing
2 we had was the a-bomb (ph.), the inflatable boat, and I'm not sure
3 how much it weighed.

4 He wrote everything down. That's, like -- I don't know if it
5 was a hundred or a hundred and 80 pounds to tell you the truth.
6 One of these, and then that was the heaviest item. And that was
7 secured, and then there was also the boat engine, which was
8 probably around a hundred pounds. And the boat engine was also
9 secured.

10 We had two duffel bags. One, one each with our personal
11 belongings with clothes -- clothing, and some other items. We had
12 -- what else did we have? We had a -- he had a fishing pole; it
13 doesn't weigh very much. We had two, two full -- two red
14 containers for gas. It, like -- we had gas containers -- two red
15 containers for gas.

16 We had one wide, soft cooler -- trying to remember what that
17 -- there, there might have been more items. And then of course,
18 we had Hudson -- he's 80 pounds -- in the back.

19 Q. Did --

20 A. And I --

21 Q. -- oh, sorry. Go ahead. I, I didn't mean to stop --

22 A. -- and I had Koda (ph.). The smaller one was 20 pounds. I
23 had him on my lap.

24 Q. -- okay. It in -- so how, how was everything secured in the
25 back?

1 A. With line, with rope. It was -- it, it was -- things were
2 roped around and tied up.

3 Q. Okay. Okay. And then -- so during the flight -- I wanted to
4 walk back a little bit. So during the flight, was he using an
5 iPad, like, a tablet?

6 A. Yes, yes --

7 Q. He was?

8 A. -- he always, he always uses his iPad to do -- for the flight
9 following and, and to look at the -- wherever he's going, and yes;
10 he totally uses his iPad for it --

11 Q. Great. That's great news. Did you know -- happen to know
12 what the name of the application he was using? Was it ForeFlight?
13 Does that ring a bell?

14 A. Fore -- yes, probably ForeFlight. Yes.

15 Q. Great, and then the other question I had is -- we -- I
16 recovered his iPad and a, a piece of Avionix equipment called a
17 Stratus from the accident site, and I'm going to be retaining
18 those so I can pull data off of them, flight data. What -- do you
19 know the password to his iPad?

20 A. Maybe. You could try -- do you have something to write?

21 Q. Yep.

22 A. 3906Xray.

23 Q. Capital X, capital R-A-Y as well?

24 A. Well, just capital X and then r-a-y, lowercase.

25 Q. Lower -- okay. Got it.

1 A. And we can, we can work on that. I can probably figure it
2 out because that was his tail number, and he used it for a lot of
3 passwords.

4 Q. He did? Okay. All right. That's --

5 A. Yeah.

6 Q. -- great --

7 A. If he -- if, if -- if it's not this one, you can call me and
8 we can play around a little bit. I can probably figure out the
9 password.

10 Q. So it's -- I'll be sending this to our recorder's lab in
11 D.C., so it's okay if I give them your phone number?

12 A. Oh, absolutely.

13 Q. Okay. All right, I appreciate that. Thank you. And then --
14 all right -- and then -- let's see -- other questions. So fuel;
15 do you know if -- did you guys take off with the tanks full of
16 fuel, or did he lighten the load because there was more load in
17 the back?

18 A. I don't think we had -- we were up to the tilt. We, we did
19 take on fuel in St. Martin, and I think he left a lit -- like a
20 -- but this is a guess. I'm not a hundred percent sure. I don't
21 think he filled up the tanks a hundred percent to save a little
22 bit on the weight, but to -- but make sure that we have plenty to
23 get there.

24 Q. Okay. All right, and then -- and so -- and it -- and that's
25 the reason you guys didn't stop somewhere. Was there -- it's

1 because you, you had -- he had afforded enough fuel to complete
2 the full trip to Page?

3 A. Yes, yeah. He -- he's thinking it's going to be four hours,
4 and it's, it's easier to just go straight through than stopping
5 and gassing up and blah, blah, blah. He, he figured it's, it's
6 easier this way.

7 Q. So he figured it was four hours, is what he had come up with
8 for that?

9 A. Yeah, I think four to, four to five hours. I'm not a hundred
10 -- I don't remember exactly.

11 Q. Okay. That's okay.

12 A. But we were pretty much in our -- it took us a little bit
13 longer because we did have to make a larger detour around one of
14 these restricted areas.

15 Q. Okay. Okay. And then, have you guys flown to Page before?
16 Is that --

17 A. No, we've never been there before.

18 Q. -- and you fly a lot together, right?

19 A. Yes. He, he flies -- I'd say it'd probably be on 80 percent
20 of the flights.

21 Q. You're on 80 percent of the flights?

22 A. On 70 percent.

23 Q. Okay. Okay. And then, are you a pilot yourself?

24 A. No, I'm not.

25 Q. No -- okay.

1 A. I'm just nosey and ask questions; what he's doing, and what
2 this is for. So, so I get an idea.

3 Q. Oh, that's good. Okay. Do you -- any, any reason why he was
4 flying -- we noticed before, before the crash, like, when you guys
5 were over that mesa or plateau, he was flying pretty low. And you
6 said it yourself. Any reason why he was flying low over that
7 mesa?

8 A. I don't know.

9 Q. Okay.

10 A. I, I don't know. I just looked down, and I'm, like, "Eh,
11 it's a little low." But I was thinking, because it's a bluff,
12 once we, once we, we, we passed that bluff, there's all these air
13 galore (ph.). I said, "We have to get down to the airport." That
14 was my, my guessing, but he didn't say any -- he didn't say
15 anything. No, I don't know.

16 Q. That -- no -- that makes a lot of sense because, I mean, it
17 -- there's, like, a 2,500-foot difference between the field
18 elevation of the airport and that bluff --

19 A. And I, I -- and I don't know. I know sometimes during the
20 flight he told me, because of the, the way -- the ways of the wind
21 was going or so, is that my, my right foot really hurts because I
22 have to keep correcting with my foot.

23 So we're staying -- and, and this is something I, of course,
24 don't see, you know, that he keeps correcting with one foot to
25 keep us on track because the wind's coming from one side. He just

1 told me that his right foot's getting tired because he keeps
2 pushing against the side, but that was way early in the beginning.

3 Q. Okay. The -- and then, I wanted to ask you; where do you --
4 when you guys fly together, where do you normally fly to?

5 A. It varies, it really varies. We, we bought a property in
6 Oregon, so we've flown to -- up to Oregon. We've flown up to
7 Whidbey Island in Seattle together. We've flied locally to Half
8 Moon Bay. That's a -- you know, the lunge glide? But it's now
9 Half Moon Bay or Watson Brill (ph.). Where else did we fly to?

10 We've flown to Wyoming. We've had a copy -- we rented an
11 airplane up in Alaska. We've flown to Yosemite.

12 Q. Wow.

13 A. And, and then, he's done a bunch -- he flew to Mexico with a
14 friend, a man he'd, he'd -- he does his own, own little things.

15 Q. In the same -- all those, all those destinations in the same
16 airplane?

17 A. We used to have three airplanes, and it could be -- we also
18 had a, a Warrior. Some of these were done in the Warrior. Some
19 of these in the Arrow. And the, the recent ones were all the
20 Arrow, but the first flights he's done it off of the Warrior.

21 Q. Okay. Okay. And then, I want to come -- coming back to the,
22 the items in the back. So did you see him tie everything down?

23 A. Kind of. I mean, he wasn't tying things down. I was outside
24 handing him things, and, and then I was doing other stuff in the
25 car. Not much. I mean, I, I didn't supervise it.

1 Q. Okay. All right.

2 A. But what I did is I grabbed a -- because the boat engine, you
3 know, has this sharp (indiscernible) part near the bottom, so I
4 wrapped towels around it because I didn't want to get the -- dogs
5 to get hurt.

6 Q. Okay. That makes sense. All right. And jumping around a
7 little bit, but I wanted to cover -- so part of the investigation
8 I'd like to -- I need to look at his, his pilot logbook; so his
9 flight logbook and then also the aircraft's maintenance logbooks.
10 Do you happen to know where he kept those?

11 A. They should be in the back pouch behind the pilot seat.

12 Q. Yeah, I didn't see any there.

13 A. If they are not in that back pouch, they would be underneath
14 his seat. But is -- isn't that something you have to have in the
15 airplane?

16 Q. Yeah, it's called an AFM, so the airplane flight manual.
17 That's different from what we're looking for. We're looking for
18 the maintenance logs are the -- they have the service history of
19 the aircraft, so the annual inspections and maintenance --

20 A. That's -- this, this is, this is something you do not have to
21 have in the airplane?

22 Q. Correct.

23 A. Then it would be at home.

24 Q. It would be at home? Okay.

25 A. Yeah, I -- I'll be back home hopefully Friday eve -- Friday

1 evening. I can get it to you then.

2 Q. Great, and I can send you -- what I can do is send you a, a
3 pre-paid shipping level -- label. I live up in Washington state.

4 A. Yeah, I -- I just -- I have to look where it is, but I'm, I'm
5 pretty sure I can figure out where he kept it. It's probably in
6 the office. I can look for it, but it -- but if it doesn't have
7 to be in the airplane, then it would be at home.

8 Q. Okay. So yeah -- it would be the maintenance logbooks, and I
9 can tell you -- when you get back, we can talk, and I can, I can
10 tell you exactly what the markings --

11 A. What you're looking for. Okay --

12 Q. -- on the books --

13 A. -- yeah, I can do that --

14 Q. -- already had -- they have specific markings, and --

15 A. -- I'm -- I know what some of them look like because I've
16 seen him recording whatever he was doing, or he showed me certain
17 things. I kind -- I know what I'm, what I'm looking for.

18 Q. Great. Okay. All right, perfect. And then, just I want to
19 come back to the, the engine sound after the accident, so, so the
20 -- there is some stuff you don't remember, right? Like, about the
21 accident sequence?

22 A. Yes, because I don't remember that I talked to Lorrie --

23 Q. Okay.

24 A. -- but she told me I talked to her. Also, I remember that
25 Jim walked around and told me to grab a pillow and put it in front

1 of me before impact, and that is impossible that he would have
2 walked around because we were both in our seats. It's a small
3 airplane. Although, this is something my mind must have made up.

4 Q. So I'm just curious, and I'm saying this only because the
5 signatures in the accident site are not representative of an
6 engine that would have still been running -- or a propeller, I
7 should say, that would have been turning. That the same is true
8 for the engine. It's --

9 A. I was trying to get to the key to turn it off because it made
10 a sound.

11 Q. -- it made a --

12 A. It was running. It was run -- it -- but it was running. I
13 was trying to the key to turn it off.

14 Q. -- okay. Okay.

15 A. So it -- it's -- to me, it sounded like regular, you know,
16 like, a car engine. Just, like, a running engine, and I was
17 trying to get to the key. But I could not reach the key.

18 Q. -- okay. Do you -- did you hear a high-pitch whine?

19 A. No, it wasn't a high-pitched whine; it was more like regular
20 -- a regular rumble, and it went on for quite some time. So I'm,
21 I'm a hundred percent sure about this because it -- I, I tried for
22 a long time to reach that key to turn it off -- to turn the noise
23 off.

24 Q. Okay. All right, that's fair enough. If, you know, if -- I,
25 I take what you say as earnest and, and totally candid, and it's

1 something we will, we will properly investigate. We are going to,
2 we are going to look at the engine. I mean, we'll do a full
3 wreckage examination. Obviously, it's something we do for, for
4 all of our --

5 A. You know because I, I was afraid with the engine -- with this
6 humming with this thing still running, and it's -- that it can
7 produce a fire. And I was still locked in my seatbelt, so I was
8 really trying to get to the key. But I just couldn't get to it.

9 Q. Did you hear any -- before you got to the accident, and when,
10 when Jim started to panic a little bit; did you hear any
11 anomalies; did you hear --

12 A. Nothing. No --

13 Q. -- circuiting interruptions. Has it --

14 A. -- I --

15 Q. -- nothing?

16 A. -- I -- the -- I could -- the only indicator was Jim getting
17 upset. I did not hear any, any engine burps or in, in -- we -- --
18 there was no turbulences. It was -- there, there was nothing that
19 indicated anything was wrong but Jim getting upset.

20 Q. Okay. All right, that's fair enough. Okay. That's good to
21 know. All right, I have -- okay. I think I've, I think I've,
22 I've got everything -- oh, that's right. The last thing I wanted
23 is to collect, kind of, a 72-hour history of what you did. Now,
24 we don't have to do that right now, but -- obviously --

25 A. (Indiscernible).

1 Q. -- but I just wanted to, kind of, get an idea of what Jim was
2 like in the days that preceded the accident. So what, you know --
3 anything he was up to in particular, you know --

4 A. -- he --

5 Q. -- yeah.

6 A. -- he was happy. He was real happy to go on that vacation,
7 and he was totally happy that I had agreed to go. And -- well,
8 there was a lot of planning involved to make sure we don't have
9 too much weight and get the dogs in and what we need to bring for
10 the houseboat, and all of these things. And as he -- he was very
11 much looking forward to that trip, and he planned a lot and was
12 very excited about it.

13 And he kept showing me things about, you know, on his, on his
14 iPad, he showed me the things that -- and I'm, like, "Okay. Go
15 away, that's all flight stuff I don't really know about, and
16 can't, and can't deal with it." You know, but he was very excited
17 to go, go on that trip and planned it, planned it really a lot.

18 And my, my friend just showed me a note, and she said to
19 explain the cash to you. Because they gave me back my, my purse,
20 and I had a lot of cash with me. And I know people always think
21 it's truck, you know, truck related.

22 What happened is, like, the guy who rented the houseboat, and
23 it was a group of people. He said he would prefer if we can -- if
24 we just pay our share in cash in -- instead of doing a PayPal or
25 whatever where he has to pay fees, so that's why I have a lot of

1 extra cash with me. Just for the record to explain it, you know.

2 Q. That's okay.

3 A. Yeah, and Jim, Jim -- both of us, we don't do any drugs. We
4 like to have our glass of wine, or he likes to have his scotch.
5 And so, we would like to have our social drink, but it wasn't any
6 -- anything like that. And Jim, usually, a, a day or two before
7 he flies, he does not drink anything because he wants to be a
8 hundred percent sharp when he, when he takes a -- when he flies.

9 Q. How are -- what -- how was his sleep in the, the -- I guess,
10 two, two -- three nights before the accident? Was it -- any, any
11 interruptions, disturbances?

12 A. No, you know, very normal. I mean, he's took -- the night
13 before, he slept fine. We didn't get up too early because it's
14 usually overcast in morning hill (ph.), so that's why we didn't --
15 we -- our, our plan was to be at the airport at 11. And I, I get
16 up earlier, and we got everything pretty much ready that we can
17 the night before. So there's just a couple things you have to
18 finished off in the morning.

19 I get up earlier and so, I did the stuff I had to finish up
20 while he slept in. And I don't know when he got up; maybe, like,
21 9:30. He likes to sleep in, and we made it to the airport by 11.
22 So that was all -- he wasn't tired or over -- I mean, he was
23 really happy and ready to go.

24 Q. Was there anybody you guys talked with at the airport before
25 you departed?

1 A. There was one guy who was a hangar next door. Our dog went,
2 went to say hi, yeah. I don't, I don't know his name.

3 Q. Okay.

4 A. But he was, he was all happy and relaxed, and there's,
5 there's one thing I, I want to ask because there's a business
6 laptop and also a business phone still there. If I could get this
7 one of these days it would be wonderful because we're running a
8 small company, and it's just me and Jim.

9 And, and it's a business laptop. We -- and, and the phone,
10 also, he took with him, and it's still up in the airplane. So
11 it's -- just can get released one of these days. I, I can work my
12 -- once I get home, I can work my way around it, but it would make
13 life easier.

14 Q. Yeah, if you just -- what, what I can do -- which bag were
15 they in?

16 A. See, I don't know where he put it. It, it might be in one of
17 the duffel bags. My guess is it's in his duffel bag.

18 Q. It must be because, yeah, the only --

19 A. Yeah --

20 Q. -- the only personal connection --

21 A. -- it must be in his duffel bag. I had the larger one; he
22 had the smaller cloth. I had the larger of duffel bags, and he --
23 his was the smaller one. It was, like, a cloth -- I think it was
24 a brown cloth one, and it's a, it's a laptop and, and another
25 iPhone. And these are the business ones, so if I can get these

1 back as soon as possible, would be great.

2 Q. -- yeah, I'll, I'll connect you -- once the aircraft gets
3 recovered -- it's going to Phoenix. So once the recovery's
4 finished, I will connect you with the recovery facility, and, and
5 -- so you guys can work on getting those items back to you. What
6 I don't --

7 A. Yeah, and the other, the other items whenever you guys are
8 done, you know. Just the laptop and the phone would be great --
9 would help me.

10 Q. -- you -- yeah, you could -- you can work that out with, with
11 the recovery facility on getting all that stuff shipped back to
12 you. I mean, you can have it all now. He's going to just ask me
13 if it's released, and I, I don't have any reason to hold onto your
14 personal affects except for the Stratus and the iPad that he was
15 using for flight.

16 A. And that's fine. I don't -- I, I have no use for the Stratus
17 or the, the iPad.

18 Q. Okay. Let's see. Okay. And then, you said he wrote down
19 all the -- he wrote down some stuff about the flight?

20 A. About the weight?

21 Q. About the -- yeah, I guess about the weight, about the flight
22 in general. Is there --

23 A. Yeah, that would be at home so --

24 Q. -- it would be at home? Okay. I'd love to take a look at
25 that as well when you get back.

1 A. -- yeah, when I get back, I can take pictures and send it to
2 you.

3 MR. STEIN: Okay. I'm making a note here to connect you with
4 the salvage facility just to remind myself, okay? So -- let's
5 see. I can -- I think that'll do it if -- I'm going to stop
6 recording now.

7 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

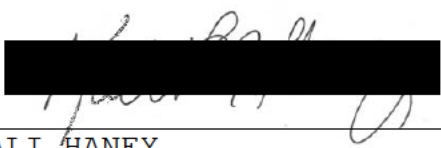
IN THE MATTER OF: PIPER PA28R FATALITY
 NEAR LAS VEGAS, NEVADA
 ON SEPTEMBER 22, 2021
 Interview of Uta Petersen

ACCIDENT NO.: WPR21FA352

PLACE: Via telephone

DATE: September 29, 2021

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



KALI HANEY
Transcriber