

Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: May 18, 2023

Subject: WPR23FA188 / Record of Conversation

Contact: Ryan Crosby/ Son of the Pilot

In a telephone interview with Mr. Crosby, he stated that the two had travelled to Toronto, Canada to attend the funeral of his wife's father. They then flew to Chicago to visit with him and his family. They then flew to Lincoln, Nebraska and to Ft. Collins. He said that his father texted him and said that they made it safely to Ft. Collins and were hopeful to make it home to Bend, Oregon the next day.

Mr. Crosby stated that his father was in good health and good spirits. He indicated that his father was very cautious about taking short flights to counter fatigue, and that he was very aware of the weather. He indicated that his father had adjusted his flight itinerary to avoid adverse weather out to the west.

He stated that his father was very proud of his instrument flying capabilities.

He looked for the airplane's maintenance logbook but only found the closed out first maintenance logbook. He thought that the second logbook would be with them.

In a follow up conversation with Mr. Crosby that occurred on February 7, 2024, he recalled that he had received a text message from the pilot's wife and her nephew. The contents of the text were forwarded to the IIC. He also recalled that when the two arrived to visit, they landed at the Chicago Executive Airport (PWK) Chicago/Prospect Heights/Wheeling, Illinois.

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Contact: Luis E. Pas / CFI & CFII / Berg Air LLC

In a telephone interview, Mr. Pas reported the following:

- Prior to the accident, he was employed by Berg Air LLC and was a certificated flight instructor and instrument flight instructor (CFI/CFII) since 2008.
- Berg Air LLC has gone out of business.
- He was experienced in the Cessna 182 and had about 200 flight hours in the airplane.
- The accident airplane was equipped with an autopilot that was coupled to a Garmin 400.
- The accident pilot (pilot) was a client of the flight instructor. He flew with the pilot about six times.
- All the flights were instrument flight training flights. One flight was an instrument proficiency check (IPC) that occurred on February 8, 2022, and included some ground instruction.
- He determined that the pilot relied on the autopilot to the point that he worked with the pilot on hand flying basic instrument flying during the training.
- The first three instrument training flights "were really rough." The remaining three flights showed a remarkable improvement in basic instrument flight skills.

- The pilot had an annual inspection done on the airplane by Berg Air LLC, that took three months.
- On October 6, 2023, the pilot got the airplane back and he flew with him.
- During the October 6th flight he noticed that the attitude indicator would slowly develop an error and give false indications.
- He took a photograph of the instrument panel to show that the attitude indicator and the turn indicator were not in coincidence. (Photo attached)
- He told the pilot that he needed to get the attitude indicator fixed before he flew in instrument conditions.
- He had the pilot fly basic instruments with the erroneous attitude indicator to let him experience the problem in VFR conditions.
- The pilot agreed with the CFII's advice.

Mr. Pas texted the IIC his notes after reviewing his logbook (figure 2.) and reported the following

- 11 flights
- 1 Instrument flight proficiency flight conducted on 9-4-2020 to 2-8-2023
- 16 approaches
- 15.5 dual time
- 10.0 hood time

After the interview, Mr. Pas texted the IIC a photograph of the accident airplane's instrument panel. The attitude indicator showed a left turn, while the turn coordinator showed a turn to the right.



Figure 1. Photo of the accident airplane instrument panel, showing the attitude indicator indicating a left bank while the turn coordinator indicating a right bank. Photo courtesy of the CFII.



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Date: October 16, 2024

Subject: WPR23FA188 / Text Message from Passenger to Nephew

In an email dated June 12, 2023, the family point of contact (POC) attached a one-page image of a text message that the passenger, the pilot's wife, sent to her nephew. The image is an attachment.



Frances >



I don't remember the distance!
May have to ask dad for that

Sat, May 13 at 9:28 AM

Thanks. I'll have Larry check
with him.

Sun, May 14 at 10:15 AM

Glad to know you got home
safe 😊😊

Read 2023-05-14

We're not quite there yet. We
went to Chicago for a couple
nights to see Ryan's family and
we're in Fort Collin, Colorado
now. Our last fuel stop did not
put on the fuel cap properly
and we are missing a cap on
our left wing!!! Anyway the
visibility is very low at the
moment. We maybe stuck here
for a bit. Hope you're having a
better day than us. ❤️



iMessage





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Date: May 18, 2023

Subject: WPR23FA188 / Record of Conversation

Contact: Katie Last Watts / Concierge, Jet Center, Ft. Collins

In a telephone conversation with Mrs. Watts, she stated that they arrived around 1600 on Saturday. They were staying for the night and wanted the airplane tanks topped off. She told Parker to top it off. He radioed back to report the fuel cap was missing. She then called the pilot and reported the fuel cap missing. He stated, "That kind of explains the uneven fuel loss." She stated that they could not do anything about the uncapped tank. She stated that he came back and said that he put packing tape over the fuel bung. He said that he came from Duncan Aviation in Lincoln, Nebraska. He said that he would figure out what to do when he came in the next morning, and he left.



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Date: May 16, 2023

Subject: WPR23FA188 / Record of Conversation

Contact: Ryan Fitzsimmons Employee/ Jet Center Northern Colorado
Regional Airport (FNL)

In an initial telephone conversation with the employee, he stated that he spoke with the pilot and arranged a hotel for him. He provided an airport car. He stated that the pilot had complained about an airport from Nebraska and said that he would never go back there. He stated that the pilot said that he had a high fuel consumption and when he landed, the right fuel cap was missing. The employee stated that the pilot went to O'Reilly's auto parts and bought a gas cap. He stated that the pilot said the gas cap corrected the problem. When asked to provide more details, the employee referred the IIC to the operations manager of the Jet Center.



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Contact: Ryan Fitzsimmons / Concierge / Jet Center, Ft. Collins

In a telephone interview with Mr. Fitzsimmons, he stated that the pilot called the day before the accident, and he wanted to schedule a crew car and hotel reservation for Saturday night and was only planning on staying the night. Mr. Fitzsimmons left before they arrived.

He stated that the next morning, the pilot came in with his wife and there was bad weather, and a lot of people were in the lobby waiting. He said that he flew in from Nebraska and suspected the FBO from Nebraska failed to put the cap on after they had filled up the plane



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Contact: Danny McGinn/ Jet Center Operations Manager, Ft. Collins

In a telephone interview with the Operations Manager, he indicated that there have been no complaints about the fuel either before or after the accident. He indicated that Ryan, Katy, and Parker had contact with the pilot and that he would provide their contact information for interviews over the phone.