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Western Pacific Region

Date: 10/29/2024

Subject: WPR24FA298

Contacts: Christopher Paulson, Pilot
Conrad Crane, Paulson POA
Glynn Norrenberns, FAA

The following is a synopsis of a telephone conference call including Christopher Paulson, pilot of N53466, Conrad Crane, Mr. Paulson's Power of Attorney, Glynn Norrenberns of the Portland Flight Standards District Office, and Kristyn Blocher, NTSB IIC.

Once everyone was established on the call and introduced, the conversation began with me (IIC) asking Mr. Paulson how he was doing, and to talk us through anything he remembered from the day of the accident on 9/6/24. He spoke with the group openly and candidly about what parts of that day he had memory of and clarified that he did not remember leaving his home airport but did vaguely remember landing at TDO for fuel. Mr. Paulson specified that his memory stopped there, at the fuel stop, TDO. He had no memory of departing TDO or any additional details of the flight. He described "feeling like he was flying, and someone plucked him out of the airplane and dropped him into the woods."

Mr. Paulson stated that he had intentionally avoided speaking with the pilots of the other two airplanes he had been travelling with or viewing any news articles regarding the accident. He did not want to risk having false memories planted by doing so. I asked him if he had read my/NTSB's preliminary report after it had been published. He replied that he had not, and I asked him if he would like me to email him a copy. He said that he would. He stated that he assumed it would say what happened and point to pilot error. I explained to him that the prelim is designed to be brief and only speak to facts known up to that point; that it does not contain a

probable cause or any analysis of the facts known to that point. He stated that he understands that I am trained to investigate these events and believes that whatever I discover and decide happened, is what happened.

I asked Mr. Norrenberns if he had any additional questions from the FAA. He requested the resend of a document from Mr. Paulson and Mr. Crane provided it to Mr. Norrenberns and I by email, while the call was still active.

I asked Mr. Paulson and Mr. Crane if either of them had any questions for Mr. Norrenberns or I. Mr. Crane asked if either of us had any requirements for additional medical files or information, given the care Mr. Paulson had received since the accident. We each answered that question from our points of view. Mr. Paulson asked Mr. Norrenberns about whether his medical certificate was still valid and what that looked like for him. Mr. Norrenberns spoke with Mr. Paulson about getting his medical certificate reassessed.

I acknowledged the aircraft maintenance records and pilot certificate records I had received from Mr. Crane previously and let he and Mr. Paulson know that if I had any additional questions or need for documents, I would reach out. Mr. Norrenberns and I both thanked them for speaking with us that day.