

FAA Form 1360-33 (10/12) Supersedes Previous Edition

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:45 PM	DATE 07/26/2013												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. John Layne		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS										
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SUBJECT N86BM Accident															
DIGEST 1) What do you remember from the accident? Don't remember anything. Spraying fields that day. I remember everything being normal.															
2) Did the aircraft have any mechanical problems that morning or prior to the flight? Aircraft was in perfect shape. Just had a 100 hour inspection.															
3) I noticed there was prescription medication in the cockpit while inspecting the aircraft at the accident site. Did you take medication that morning? Yes, and the medication (or use of) has been reported to the FAA.															
4) What is your technique or procedure for spraying field? Before I drop into a field, I circle it 3 times, even if I know the field. I look for "obscure lines, hard-to-see objects." I don't remember the lines.															
5) If you were working a small field with power lines, how would you clear the lines? John: "See and avoid"															
CONCLUSION, ACTION TAKEN, OR REQUIRED Interview again.															
DATE 07/29/2013	TITLE ASI-OPS	SIGNATURE 													

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 10:15 AM	DATE 07/20/2013
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Duane Greene - eye witness		ROUTING	
Phone: [REDACTED]		SYMBOL	INITIALS
SUBJECT N86BM			
DIGEST Shaul: Tell me what you saw.			
Greene: Saw the aircraft go across the field spraying. We saw him pass 5 or 6 times close to the ground. (Then), he was headed towards us. Saw him wave his wings. He went upside down, then back up, then he rolled, then he hit the power lines.			
Shaul: What was the position of the aircraft when it hit the powerlines? Was he upside down or straight & level?			
Greene: He was straight and level.			
Shaul: What happened when he hit the lines?			
Greene: Come right like a nose dive. Nose was down slammed into a tree, happened so fast.			
Shaul: What did the aircraft do when it hit the ground?			
Greene: Couldn't see that part of it, it happened so fast.			
Shaul: Was he spraying?			
Greene: He was spraying, still spraying when he come up at us. Spraying when he hit the powerlines.			
Shaul: What was the position of the aircraft when it hit the powerlines?			
Greene: He was upside down before the power lines.			
CONCLUSION, ACTION TAKEN, OR REQUIRED I had difficulty understanding, from Mr. Greene's observation, how the aircraft was maneuvering before and after the aircraft struck the power lines.			
DATE 07/30/2013	TITLE ASI-OPS	SIGNATURE [REDACTED]	

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