



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

MAY 19, 2016

NTSB Accident Number: CEN14CA460

Aircraft Registration & Make/Model: N776BC, Aviat Aircraft Inc., Husky, A1B

Accident Location: Steamboat Springs, CO

Accident Date: 01AUG2014 @ 1300 (MDT)

Subject: Record of Email Conversations with FAA Aviation Safety Inspector – Yancey Rushton

The following are the email conversations between the FAA Aviation Safety Inspector, Yancey Rushton and the NTSB Investigator in charge regarding the aviation accident involving Student Rated Pilot (SRP) Brian Campbell, and Certificated Flight Instructor (CFI) Robert DelValle.

From: Rushton, Yancey [REDACTED]

Sent: Thursday, April 21, 2016 5:54 PM

To: Hicks, Michael (NTSB)

Subject: NTSB Accident Investigation (N776BC)

Mr. Hicks:

Good evening. I am more than happy to provide you with anything you need. Most of my notes are in the file unfortunately in Denver and I am assigned now to the Casper, Wyoming office. I do remember the accident, visiting the airplane, meeting with the pilot at his home and talking with his flight instructor and I feel pretty confident that the accident was not mechanical. It was definitely a technique issue that pilots up here in steamboat [REDACTED] practice for short strips with trees or climbing terrain. The strip was in an open field where they were practicing with no hazards and the pilot explained that he simply pushed down on the yoke at the same time he was reaching for the flaps, which was done immediately after wheels left the ground, and all of the damage can be contributed to post crash impact. The wing was drug through the mud and the plane

ended up in a narrow irrigation ditch, which stressed and broke many items (original email). The Steamboat airport is about 3 miles away and they fueled in Steamboat and did not report any rough engine issue. Pilot was in Steamboat taking a Mountain Flying course offered by Bob DelValle, the flight instructor and Asst. Chief of Police in Steamboat at the time.

Let me know what else you might need. Good luck!! Call anytime.

Yancey

[REDACTED]

From: Hicks Michael [REDACTED]

Sent: Thursday, April 21, 2016 6:22 PM

To: Rushton, Yancey (FAA)

Subject: FW: NTSB Accident Investigation (N776BC)

Good evening Mr. Rushton,

I have been assigned as the Investigator assigned to conclude the accident which occurred 01AUG2014 (N776BC), as the original investigator has sustained health issues and will not be able to complete the investigation. I have reached out to Mr. Delvalle and Mr. Campbell via telephone and via the emails which I have provided below. Realizing this accident occurred years ago, any details (photographs, statements, etc.) that you are able to provide will be of tremendous value, as I possess merely one email from you addressing the original investigator (Alex Lemishko) that clearly depicts the gist of the accident (Below).

Alex:

I have seen the email string on the Husky accident here in Steamboat and I am not sure what is going on. Unless there was some other Husky that crashed, the one I investigated did not involve any fatalities or injuries. It was also immediately reported and investigated. I have sent the photos. The majority of the damage occurred when the aircraft ended up in an irrigation ditch. As I told you on the phone, the student got airborne, reached down to "pop" his flaps (apparently a "mountain" technique), and when

he reached down his other hand followed. The wing dug through the dirt until digging in, looping the plane and it ended up in an irrigation ditch which collapsed the gear, shattered the prop, bent the opposite wing and severed the ailerons, and flaps and elevator.

The plane was not moved because the field was wet and the hay wasn't cut yet. After the hay was cut they were going to move it near the barn so that a flatbed could come pick it up and remove it. The plane was owned by the flying pilot, and he was going to have it moved?

I am fine with calling it an accident or incident but it appeared like the damage to wings and stringers was substantial.

Keep me posted. Thanks. Sorry about the delay contacting you but I visited this plane Tuesday and then on Friday we had another crash involving two fatalities that consumed most of my time.

Yancey

Mr. Rushton any photos or statements or any details that you are able to dig up will be of tremendous value. Please feel free to contact me with any questions, comments or concerns, and again I thank you for all of your assistance in this matter.

Respectfully,

Michael Hicks

National Transportation Safety Board

Air Safety Investigator

General Aviation Accident Investigation Division, AS-20

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Hicks Michael

Sent: Thursday, April 21, 2016 5:06 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: FW: NTSB Accident Investigation (N776BC)

Good evening Mr. Delvalle (Please confirm receipt of this message),

Thank you much for understanding the atypical circumstances at play. Below you will find the email that I sent to Mr. Campbell earlier today, which as I mentioned requires two elements to complete.

- 1) Any photographs of the damaged airplane, runway, etcetera.
- 2) NTSB Form 6120.1 rev. 2013 (Attached)

Again, as I mentioned, this is not a fishing expedition, rather an unfortunate health issue contracted by the original investigator, and I have the honor and privilege of closing the loop on an accident which our current policy dictates will be concluded within 90 days. Please rest assure, that this will be completed by me as soon as I receive the aforementioned documents. Allow me to be clear, I do not wish to rush you and if you need more than the regulatory 10 day allotment of time to complete the NTSB Form 6120.1, then I will definitely work with you in every way possible; However should you chose to complete the form and send the pictures this weekend, I will serve the citizens of this great nation expeditiously and complete this task by close of business Monday. The bureaucratic details are below, and if you have any questions at all, please feel free to call me.

Attached you will find the NTSB Form 6120.1 as we discussed previously via telephone. The NTSB Part 830 allows 10 days for the completion of this document (You have 10 days from the receipt of this email or a \$1000.00 per day the form is late, will be assessed). As soon as we receive the form, I will review and complete this chapter in the novel of Robert DelValle. Please follow the instructions below!

1) Save the form to your desktop, close it, then open the saved version and start typing, select save, close the document and then open the document to ensure your information is truly being saved.

2) Complete all applicable boxes in the form. Please do not print/scan the document and send it back to me (prolongs the process). Type directly on the form, save and attach to this email.

3) Feel free to use the digital signature for this document, by simply typing your name in the Signature Block and checking the box.

4) For the Narrative on page 9, if you have completed a statement for the FAA, simply cut and paste the statement, which will save you time.

If you have any questions, feel free to contact me immediately. It was my pleasure speaking with you and I will standby for receipt of the NTSB Form 6120.1 and photos.

Respectfully,

Michael Hicks

National Transportation Safety Board

Air Safety Investigator

General Aviation Accident Investigation Division, AS-20

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Hicks Michael

Sent: Thursday, April 21, 2016 2:54 PM

To: [REDACTED]

Subject: NTSB Accident Investigation (N776BC)

Good evening Mr. Campbell (Please confirm receipt of this message),

It was my pleasure speaking with you this evening, and just to reiterate, I have been assigned to complete this investigation as a result of an unfortunate health issue sustained by the previous investigator. Understanding that this accident took place 01AUG2014, I am tasked with gathering the facts, circumstances and conditions of an accident from nearly two years ago, and you are being asked to recall the details of this memory. My plan is to make this as painless as humanly possible. I will complete this task just as soon as I can (1) confirm the damage to the airplane, and (2) receive the attached form completed by you. If you have any photos of the damaged airplane, please email them or text message them to me and task (1) will be complete, and by you completing the attached document, I can check the box on task (2). Given this is a unique situation for you and for myself, I have been authorized to grant certain exceptions to the regulations specified below, and as I stated previously, I will complete this task asap.

Attached you will find the NTSB Form 6120.1 as we discussed previously via telephone. The NTSB Part 830 allows 10 days for the completion of this document (You have 10 days from the receipt of this email or a \$1000.00 per day the form is late, will be assessed). As soon as we receive the form, I will review and complete this chapter in the novel of Brian Campbell. Please follow the instructions below!

- 1) Save the form to your desktop, close it, then open the saved version and start typing, select save, close the document and then open the document to ensure your information is truly being saved.
- 2) Complete all applicable boxes in the form. Please do not print/scan the document and send it back to me (prolongs the process). Type directly on the form, save and attach to this email.
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If you have any questions, feel free to contact me immediately. It was my pleasure speaking with you and I will standby for receipt of the NTSB Form 6120.1.

Respectfully,

Michael Hicks

National Transportation Safety Board

Air Safety Investigator

General Aviation Accident Investigation Division, AS-20

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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