

Lindberg Joshua

From: [REDACTED]
Sent: Tuesday, September 08, 2015 10:54 AM
To: Lindberg Joshua
Subject: FW: N4652Y

Good Morning Joshua:

Just an FYI – I received the statement below from Mr. Valenzuela this morning.

Please call me when you have a moment.

Gary F. Kwasniewski
Aviation Safety Inspector/Airworthiness

[REDACTED]
[REDACTED]
[REDACTED]

[To submit feedback, please click here.](#)

From: Jacob Valenzuela [REDACTED]
Sent: Tuesday, September 08, 2015 9:23 AM
To: Kwasniewski, Gary F (FAA)
Subject: RE: N4652Y

Good morning Gary. I need to apologize for my slow response here.

Thursday evening we finally had the correct wind for some fields to spray. So I loaded up and took off. Departing the runway everything was running normal. I turned west from our strip and headed for the field. I was about 11 miles west of the strip over flying two tree rows and was about to begin overflying the ND Game and Fish prairie land. Just then there was a load bang that came from the engine compartment and the engine began to run extremely rough. At that point the plane began to descend on its own. Clearing the tree row there was a half mile field of harvest wheat followed by prairie land. So I pulled the throttle and dropped a notch of flaps. She landed fine but with a little speed. I worked the breaks trying to get her stopped but was running out of field. I think I ended up locking up the brakes which caused it to skid, eventually skidding sideways to the left. Just before stopping the left wing raised and then dropped to the ground. I shut the switches off, unbuckled and climbed out. That is when I found that the left main gear had broke away from its supports. I opened the cowl and found no apparent damage. In the course of events I didn't dump the load and due to damage once the gear gave it leaked out onto the ground just below the plane. Once the plane was secured I began walking to the nearest farm yard to try and track down the land owner and to catch a ride back to the strip.

I hop that this statement helps with your investigation. Let me know if you need anything else.

~Jake Valenzuela

On Aug 26, 2015 11:20 AM, [REDACTED] > wrote:

Jacob:

Thank you for the information that you have sent. At your earliest convenience, please send a statement describing the events leading to the incident.

Feel free to call with any questions or comments.

Gary F. Kwasniewski

Aviation Safety Inspector/Airworthiness

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[To submit feedback, please click here.](#)

From: Jacob Valenzuela [mailto:[REDACTED]]
Sent: Tuesday, August 25, 2015 11:28 AM
To: Kwasniewski, Gary F (FAA)
Subject: Re: N4652Y

Hi Gary. My time for the last 90 days is 156hrs. And last 12 months 178hrs.

Lindberg Joshua

From: Jacob Valenzuela [REDACTED]
Sent: Tuesday, September 01, 2015 1:48 PM
To: Lindberg Joshua
Subject: RE: NTSB Accident Report Form - N4652Y

Hi Joshua, it is coming along. We don't have internet out here just my phone. So it is kind of slow... But the accident happened at 7pm ish 8-20-15. I departed 5 min before and was about 11 miles from the private strip I work off of. I was headed out to do three separate fields about another 8 miles away.

On Sep 1, 2015 1:33 PM, "Lindberg Joshua" [REDACTED] > wrote:

Jake,

How's the accident report coming along? Can you provide the following details so I can produce a preliminary accident report today?

1. Accident time
2. Departure time
3. Departure airport / private strip
4. Destination

Thank you,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

[REDACTED]

From: Lindberg Joshua
Sent: Wednesday, August 26, 2015 2:01 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: NTSB Accident Report Form - N4652Y

NTSB reference number – **CEN15LA383**

Jacob,

Thanks for speaking with me today. Per our conversation, please complete the attached form to the best of your knowledge and send it back to me.

Also, when you have your mechanic look at the engine let me know what he finds. If he has a definitive answer for the root cause of the engine failure, then give me a call so we can discuss. We will want photos and written documentation of the engine examination.

Regards,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

[REDACTED]

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT

IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.