



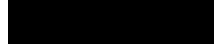
National Transportation Safety Board

Washington, DC 20594

Office of Aviation Safety

August 29, 2017

Mr. Bruce Mayes



Honolulu, Hawaii 96823

Dear Mr. Mayes:

Thank you for your June 28, 2017, letter in which you requested modifications to the factual report for NTSB case number CEN16LA275. You state that evidence has been overlooked or disregarded, resulting in several errors and discrepancies in the factual report for this accident.

Because our investigations are always open to new or corrected information, changes resulting from this correspondence are reflected in the revised factual report for this accident (enclosed). Evaluations of the points you raise are discussed below.

1. Concerning the points of departure and destination, the factual report will indicate that Wendover, UT, was an en route stop (rather than the point of origin as stated in the original factual report), and the report's datablock field will indicate that KFCM (Flying Cloud Airport), Minneapolis, MN, was the destination.
2. Concerning your comments about the third paragraph in the factual report, that information is based on a record of conversation with the mechanic, which is in the docket for this accident. The NTSB didn't contact, or hire Smith Aeronautical for an investigative report nor do we base factual information on third-party professional opinion.
3. Concerning your objection to the characterization of your presence on the maintenance floor in the fourth paragraph, we believe the phrase "inspected or observed" in the report accurately describes your actions as captured in the stills from the maintenance shop security camera. We don't believe that the word "inspected" implies that you supervised the work or are certified as a mechanic to do so. We also believe that this phrase is in keeping with the requirements of 14 *Code of Federal Regulations* 91.7, which state, in part, "the pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight." Therefore, this phrase will remain in the final factual report. In addition, the stills from the maintenance shop security camera will be made publicly available in the docket as support for this factual statement.
4. The captions and accessibility text for the photos in the docket have been revised to more clearly describe the contents of the photos and their sources. Specifically, photo 2 now indicates that it was provided by the pilot/owner with the description "this is the repair" (as documented in a July 20, 2016, e-mail to the assigned FAA aviation safety inspector).

5. Concerning your comments about the seventh paragraph, we believe that this statement is factually accurate, and this text will remain unchanged in the final factual report.
6. Concerning your comments about the eighth paragraph, our evaluation of the facts documented in this text and the evidence found that they are in agreement. The points you make in items a and b under *Safety Wire* and item d under *Bolt* are addressed in the paragraph as written. As for the rest, the points you raise are either outside the scope of a postcrash examination, which is the focus of the eighth paragraph, or are not supported by the evidence. However, because it repeats information already established in the previous paragraph, the phrase “conducted after the pilot had removed the cowling” has been deleted.
7. Concerning your date of birth, it was incorrectly entered in the NTSB’s accident database and has been corrected.

The NTSB works hard to ensure that our investigations are as accurate as possible; thank you for bringing these issues to our attention.

Sincerely,

[Original signed]

John DeLisi
Director

Enclosure