

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 8:56 AM	DATE 12/21/2016
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION David Millerbernd [REDACTED]		ROUTING	
e-mail [REDACTED]		SYMBOL	INITIALS
SUBJECT N80RB accident follow up			
DIGEST Mr. Millerbernd was contacted as a follow up to the aircraft accident involving N80RB that occurred at the Longville, MN airport (XVG) on 12/20/2016. Mr. Millerbernd is the registered owner of N80RB and was identified as the pilot and sole occupant of the aircraft when the accident occurred. Mr. Millerbernd was informed that, due to the damage to the aircraft, specifically to the firewall, this will be classified as an accident and the NTSB has been notified. Mr. Millerbernd was informed that someone from the NTSB will be contacting him. I informed him that in coordination with the NTSB the aircraft was allowed to be moved, but he is to do nothing further with it until it has been released by the NTSB. I asked Mr. Millerbernd if he has an e-mail address, which he provided as [REDACTED]. I informed him that I would be sending him an e-mail with a copy of the FAA Compliance Philosophy and Airman Rights Brochure as an attachment. I asked Mr. Millerbernd if he has a current medical, due to our records indicate that he does not. He stated that he does not have a current medical. I then asked about a current flight review. Mr. Millerbernd stated that he did not have a current flight review and that he has not kept up on logging his flight times. (CONTINUED ON BACK SIDE) CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Millerbernd was e-mailed a request for the information that is needed for the FAA investigation. Attached to the e-mail was a copy of the Compliance Philosophy and Airman Rights Brochure along with a copy of the NTSB Form 6020.1 so that he can start collecting the information to complete the form. It was requested that Mr. Millerbernd acknowledge receipt of the e-mail.			
DATE 12/21/2016	TITLE Aviation Safety Inspector	SIGNATURE DAVID ROBERT NELSON [REDACTED]	

I then asked Mr. Millerbernd about the aircraft records, since he had mentioned in a brief phone call the previous day that he thought the mechanic may have them. The mechanic had been asked about the records and he stated that he did not have them and Mr. Millerbernd should have them. Mr. Millerbernd stated that all the maintenance and inspections were up to date and he would try to locate the aircraft maintenance records. I informed Mr. Millerbernd that I will need to collect some information as part of my report and I would e-mail him with what I needed. I also asked him to provide a written statement of the events surrounding the accident. He stated that he would and then briefly described the accident as follows:

-Mr. Millerbernd stated that the air was smooth above 2000', but when he descended to below 2000' for landing, it became extremely rough. He stated that he thought he must have caught a downdraft that slammed him onto the runway. He stated that his left wheel then caught the snow on the edge of the runway and sucked him into the snow and the nose gear collapsed. He stated that he was not sure but thought that is when the prop contacted the runway. He did state that it all happened so fast and was not sure if he totally remembered the exact sequence of events.

Mr. Millerbernd was asked if there were any issues with the aircraft that he felt may have contributed to the accident. He stated that there were no issues with the aircraft and everything was in working order. I asked Mr. Millerbernd if he would be able to bring the maintenance records in to the MSP FSDO in the near future. He asked where the FSDO is located. I informed him it is on the north side of the MSP airport. He requested that I e-mail him the address and my direct phone number. I stated I would along with a request for additional information that is needed for my report. He stated he would call to set up an appointment in the near future.