

Lindberg Joshua

From: Martin, Edward C (FAA) [REDACTED]
Sent: Wednesday, June 26, 2019 6:39 AM
To: Lindberg Joshua
Subject: FW: N217JM//COCKPIT STORY DETAILS

[REDACTED]



**Federal Aviation
Administration**

**Minneapolis Flight Standards
District Office**
6020 28th Avenue South
Minneapolis, MN 55450

Edward Martin
Aviation Safety Inspector
Airworthiness

[REDACTED]

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From: Halatsis, Nikolas (FAA) [REDACTED]
Sent: Tuesday, June 25, 2019 10:24 AM
To: Gary Bipes [REDACTED]
Cc: Martin, Edward C (FAA) [REDACTED]
Subject: RE: N217JM//COCKPIT STORY DETAILS

Thank you for the write up Gary—I will make sure Ed gets it.

Nick

From: Gary Bipes [REDACTED]
Sent: Tuesday, June 25, 2019 9:42 AM
To: Halatsis, Nikolas (FAA) [REDACTED] >
Subject: RE: N217JM//COCKPIT STORY DETAILS

I will do a documentary of the flight. I will try to get it to you as soon as possible. I think this will help the issue. I will be glad to even do a recorded tape , at your office room if needed. I want to solve this issue. I do not want this to happen to

someone else. AS this should not have happened !! Unless the prior owners had a Bad landing, and had to replace the Gear tubes. I built a Firestar and that was a safety for not hurting the main part of the fuselage. I worked with Homer, on putting a larger engine on a Firestar. I was at his building place out east. I knew his head person , that worked on the product. We made sure anything that was done on MY model was approved. That was a single place UL. I taught people as a USUA, certified instructor. Until FAA stopped the system. I still have records of students , You had to have a signed release to give lessons. I used a Quicksilver and a Rans S-12 which I built. After this I feel that Randy did a better job of bracing the tube in the critical area, by double sleeving .which is way better. I see the critical issue with that H brace. I feel now it weakens the tubing. Kolbs are noted to be heavy on the Grd, which really puts more stress on that tube. The prior owners of this plane may have stressed that tube, which made the failure, as I had apox, 14.0 hrs, on the hobbs. But that was mostly engine running and even putting a diff, engine. So It had many flights down the RWY, and I would guess about 5 flights in the air over the airport, which had engine issues with the carbs. I worked with Jack at Leading edge on Carb issues. And finally rebuilt the carbs , with all new parts. So this flight was testing the temp on the engine, guessing 15 min , flight and felt the engine was working fine. Went to land as I stayed over the airport, for safety in landing. BUT as I started to descend, The plane made a violent shake. I knew something was really serious, AT 500 ft, I figured I had no time left to fly, so I pushed over and went down as fast as I could. And is seemed ok!!! But on the recovery the plane went totally out of control. I was confused as I had no stick shake, which would have been elevator issue. I knew that is was over that last few SECOND only. But felt sliding on helped cushion the impact, Which Homer, mad the fuselage so it would start collapsing the frame to save the pilot. I am VERY glad I did not sell the plane the week before, as someone wanted it after I felt . It was ready to fly with out any engine issues. AND THEN test with weight to simulate a passenger. BEFORE any one would ride with me. I wanted to feel assured that , the plane had no issues, I would not take anyone with even though it had prior flights. I did not trust the builder until I felt it was safe to fly . for more that a 1 hr test flight, cking stalls , turns. And climbing, and descending. So there were no issues. I built 4 planes and It is bad to buy someone else's plane. I went through this plane and changed the switch's and made the stick more pilot friendly.

GARY BIPES 6/25/2019

Sent from [Mail](#) for Windows 10

From: Halatsis, Nikolas (FAA) [REDACTED] >
Sent: Tuesday, June 25, 2019 7:35:02 AM
To: Martin, Edward C (FAA); [REDACTED]
Cc: Halatsis, Nikolas (FAA)
Subject: RE: N217JM//COCKPIT STORY DETAILS

Gary,

Now that you have had a few days please sit back and recollect what you can from the cockpit on the accident day. Include what you were doing for control inputs-were they effective? Did you try the elevator? Did it work? Could you turn? Could you control rate of descent? Were you getting bounced up and down? Were the controls jammed? Below is an example of one of my personal stories just for reference of the details.

For example a story of mine:

I had just inserted some troops and picked up to leave a mountain top. Pushing the cyclic forward, normal push is about 4 inches forward, I could only push about 2 inches. Pulling up on collective, normal pull was about 6 inches I could only pull 3 inches. Vibration in the helo was normal. Airspeed target in descent would have been 75-90 kts---because I could not push the nose over I could only get about 50kts. Level attitude could be maintained. Rode the terrain straight down hill to the valley and did a level run on, collective could be reduced on impact, helo came to a rest level and was shutdown. Gunny got up top and inspected: Blade fold motors had released pins inflight and started to partially fold blades. Blades were extended on ground, folding motor cannon plugs disconnected and safety wired—normal flight resumed.

Gary see if you can recap things like the controls and airspeeds—The idea is can someone feel this coming on? Or is it a sudden snap situation?

Thanks,
Nick

From: Martin, Edward C (FAA) [REDACTED]
Sent: Monday, June 24, 2019 2:49 PM
To: [REDACTED]
Cc: Halatsis, Nikolas (FAA) [REDACTED]
Subject: N217JM

Gary,
Going thru my paperwork and the only thing that I cannot find is a written statement of your story, (i.e. your account of the accident) I need you to write down what happened from the time you took off until you landed. Please let me know if you have any questions. Also the NTSB are not going to release the aircraft until after they get the parts that you removed today and have made an assessment of them, this includes the engine. Joshua from the NTSB was planning to reach out to you and get what information he needs. Again please let me know if you have any questions.



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