

Fox Todd

From: Fox Todd
Sent: Monday, October 19, 2020 1:57 PM
To: Kurt Franklin
Cc: Fox Todd
Subject: RE: CEN20LA306 - Chief Pilot Statement (email)

Importance: High

Mr. Franklin,

As per our previous email correspondence... thank you for forwarding Mr. Brent Stewart's statement (see below).

I will include this email correspondence with the NTSB public docket materials associated with the investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Brent Stewart [REDACTED]
Date: October 15, 2020 at 1:17:48 PM CDT
To: Kurt Franklin [REDACTED]
Subject: FW: Scan from Pioneer Air_MX2651

To: Kurt Franklin and the NTSB,
As requested, additional information with respect to the flight demonstration portion of the skill and knowledge test with Mr. Alex Tuttle.

Following the flight portion of the skill and knowledge test, Mr. Tuttle and myself reviewed what I observed. I conveyed to him that I witnessed him perform aggressive flying techniques, particularly referencing "hammerhead" procedure turns that were in no means acceptable performance in the agricultural aviation environment that we are engaged in. We discussed the importance of the balance of safety and productivity and ways to accomplish them. We also re-visited the importance of eliminating aggressive flying style, and replacing it with more appropriate handling of the aircraft.

The examples used, were as follows:

There is a definite separation between field departures, procedure turns, and field re-entry. I conveyed to him in no uncertain terms were the three SEPARATE procedures to be combined into one maneuver. (This is deemed aggressive). We discussed the way to be a productive professional applicator is to be prepared with all elements leading up to actually flying the aircraft, (Pre-flight, weather check, work order organization, etc.), not by turning fast.

It was suggested that Mr. Tuttle watch Wayne Hadley's TURN SMART video. (This video is endorsed by Air Tractor and the NAAA as a learning tool to promote safe agricultural flying) Mr. Tuttle was familiar with the video and agreed to watch it again.

After the post flight brief, Mr. Tuttle was signed-off as satisfactorily completing the requirements of the skill and knowledge test.

Sincerely,
Brent Stewart
Chief Pilot
Aurora Cooperative Elevator Company