

Pilot Questionnaire

Name:

Aircraft Tail Number:

Phone Number:

Aircraft Serial
Number:

1. Pilot Hours

- Total Time:
- Flight time in the last 90 days:
- Total time in Make/Model flown at time of the incident:
- Flight time in this Make/Model in the last 90 days:
- Flight time in the last year:

2. Date of your last medical:

3. Are you instrument current (N/A if no instrument rating)?

4. Date of your last flight review or check ride:

5. Amount of fuel on-board at the time of the accident:

6. What product was being sprayed and weight of product on the aircraft at the time of the accident:

7. Number of persons on-board?

8. Where there and injuries?

9. Was this your first flight of the day?

10. Was weather a factor?

11. What was the weather at the time of the landing?

12. Did you receive a weather briefing?

13. Did you experience any aircraft equipment malfunctions?

14. Do you believe fatigue was a factor?

15. Approximately how many hours of rest did you have in the 24 hours prior to the accident?

16. Approximately how many hours had you been awake at the time of the accident?

17. Were you feeling rushed at the time of the accident?

18. Had you sprayed this field in the past?

19. Did you perform a site assessment and identify any hazards prior to beginning flight operations?

Please include a written statement explaining the accident along with any suggestions to prevent reoccurrence.

Please email both statement and questionnaire to [REDACTED]. Feel free to call if you have any questions. Thank you for your help.

From: [John Crews](#)
To: [Seabolt, James T \(FAA\)](#)
Subject: Re: Information Request - N458SG
Date: Thursday, August 4, 2022 1:17:40 AM

Hello James,

I am headed out to a remote camp in Alaska with limited wifi shortly, so it might take me a bit to respond to anything. Here are the answers to your questions...

1. Total time 4,104
Last 90 days 298
Time in make/model 2,005
Flight time make/model last 90 days 213
Time in last year 446
2. Last medical 3/17/22
3. Not instrument current
4. 7/8/22
5. 45 minutes
6. Fungicide 200lbs
7. 1 person
8. No injuries
9. Not first flight
10. Weather was not a factor
11. Weather was vfr
12. Yes I checked the weather and forecasts
13. I did not experience any aircraft equipment malfunctions
14. I do not believe fatigue was a factor
15. I had 10 hours of rest in the last 24 hrs
16. I was awake for 6 hours prior to accident
17. I was not feeling rushed
18. I had not sprayed this field before
19. Yes i did a site assessment prior to beginning flight ops

Written Assessment

The accident occurred when I flew the helicopter into the powerline and landed in the bean field. I believe these accidents would be more avoidable if all the powerlines had markings on them.

I hope this helps. Let me know if you need anything else.

Thanks,

John Crews

On Tue, Aug 2, 2022 at 1:45 PM Seabolt, James T (FAA) [REDACTED] wrote:

John,

I have attached a questionnaire to address some information we will need for conducting this

investigation. Can you please complete this and return it with a written statement that details the events that took place that day leading up to and including the accident and any suggestions or ideas on what could have prevented this accident from occurring.

I have also included some information regarding the FAA Compliance Philosophy and the Pilot Bill of Rights. Review this information and let me know if you have any questions.

Also note that the NTSB will be contacting you as well and will be sending you a form to complete and will require much of the same information.

I will be working with Dustin Johnson on obtaining copies of the aircraft maintenance records for review.

Please provide this information as soon as possible, your timeliness will help expedite this investigation.

Regards,

JAMES SEABOLT
FAA Aviation Safety Inspector GA/AW
Kansas City Flight Standards District Office

Office

Fax