

Lindberg Joshua

From: Strickland, Michael (FAA) [REDACTED]
Sent: Wednesday, August 24, 2022 3:24 PM
To: Lindberg Joshua
Subject: RE: NTSB Investigation - N8367T Neosho, MO

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Josh,
The original statement from the Mr. Mathis the pilot to Mr. Richard Leavens the airport manager, is
That he was traveling north on the taxiway, and that he intended to apply the left brake towards
The runway, but he inadvertently applied the right brake.
Mr. Leavens contact information is [REDACTED]
If you need any further information, feel free to contact me.

Michael Strickland
Aviation Safety
Principal Avionics Inspector, CE-05
[REDACTED]



Federal Aviation
Administration

Kansas City, MO. FSDO website:

http://www.faa.gov/about/office_org/field_offices/fsdo/mci/

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From: Lindberg Joshua [REDACTED]
Sent: Friday, August 19, 2022 8:08 PM

To: Strickland, Michael (FAA) [REDACTED]
Subject: RE: NTSB Investigation - N8367T Neosho, MO

Hi Michael,

I was assigned this on 8/4/22 but I have been on back-to-back fatal accidents, so I haven't had a chance to catch up on this one. Shaun Williams stated that the pilot taxied to runway for departure and pressed wrong rudder pedal, veered right, down an embankment and into trees. PIC called and stated that he didn't think there was anything wrong with the airplane. New narrow taxiway and had to make sharp left turn while taxiing, left foot hooked part of right pedal and airplane departed taxiway down embankment of about 30 deg angle.

Does that all sound like what you've heard?

Would you please send me some photos of the airplane? Once the pilot returns the 6120 then we should have everything we need.

Thanks!

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

From: Lindberg Joshua
Sent: Friday, August 19, 2022 5:04 PM
[REDACTED]

Subject: NTSB Investigation - N8367T Neosho, MO

Hello Mr. Mathis,

The National Transportation Safety Board has received notification of an accident involving a PA-28, N8367T, that occurred on July 28, 2022, at Neosho Hugh Robinson Airport. FAA Inspector Strickland has confirmed that the airplane sustained substantial damage; therefore, this event has been classified as an accident per NTSB Part 830 and I have been assigned as the Investigator-In-Charge.

I have attached the NTSB Accident Report Form 6120.1 for your completion. Rules pertaining to aircraft accidents contained in Part 830 of the NTSB regulations require that the pilot or operator submit a completed Pilot/Operator Aircraft Accident Report Form. This form should be completed as soon as possible, but within 10 days of the accident date.

Please let me know have any questions along the way.

Respectfully,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board



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