



MEMORANDUM OF RECORD

Stephen Stein
Investigative Assistant
Eastern Region Aviation

Date: December 21, 2012, 1025 EST
NTSB Accident Number: ERA13CA067
Subject: Vincent Radley's (Pilot) 6120.1 Form

Narrative:

After being unreachable for more than two weeks, Mr. Radley was finally interviewed on November 5, 2012. During the conversation Mr. Radley was advised of his responsibility in completing the National Transportation Safety Board's 6120.1 form within a prescribed time period of ten days following an accident. I communicated to Mr. Radley (via phone and e-mail) that he would have until Monday, December 10, 2012 to complete the 6120.1 form and provided instructions for submitting the form via regular mail or electronic mail (see attachment A) which he verbally agreed to comply with.

An e-mail was sent to Mr. Radley at [REDACTED] on Monday, December 10, 2012 requesting a status update on the 6120.1 form. After having not received a response for several days, Mr. Radley was contacted by phone on Thursday, December 13, 2012 and asked why he had not yet completed the form. Mr. Radley explained that he still had not yet fully healed. I asked Mr. Radley to provide me with a timeframe as to when he would be able to complete the form and he responded, "next week." I told Mr. Radley that he would have until Wednesday, December 19, 2012 to complete the form or I would be forced to note that the "pilot failed to complete the 6120.1 form within the prescribed time period" in the case docket, which Mr. Radley acknowledged.

On December 18, 2012 I received an e-mail from Vincent Radley without any attachments advising; "I do not have Adobe Professional or MicroSoft Powerpoint on this computer at my home, and have as yet been unable to find any one who can load that on my computer" (see attachment B). To date, Mr. Radley has yet to provide us with a signed and completed 6120.1 form.

Attachment A



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Regional Office (Virginia)
45065 Riverside Parkway
Ashburn, Virginia 20147
Fax: (571) 223-3926

December 5, 2012

Dear Mr. Radley:

The National Transportation Safety Board is investigating the accident of N79VR, a Quicksilver 2S, which occurred on November 23, 2012 in King George, VA. You have been identified as the pilot-in-command of that aircraft.

Rules pertaining to aircraft accidents contained in Part 830 of the Safety Board Regulations require that the pilot or operator submit a completed Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1 **within 10 days of the accident**. A copy of the form is enclosed. Please provide all applicable information, including a detailed written statement of the events as they pertain to the accident and return as soon as possible. You are free to return the completed form to me using any means. If you chose to submit the document **by mail**, please send to the address listed in the letterhead of this e-mail c/o Stephen Stein. If you elect to submit the form **by e-mail**, please scan the entire document and send it to the e-mail address displayed in the signature line of this letter. Please pay particular attention to the narrative section of the form, and explain the facts, conditions, and circumstances surrounding the accident.

If you have any questions, please feel free to call me directly at [REDACTED]. Thank you for your time in this matter.

Sincerely,

[REDACTED]

Stephen Stein
Investigative Assistant
National Transportation Safety Board
45065 Riverside Parkway
Ashburn, VA 20147

[REDACTED]

Attachment B

Stein Stephen

From: Vincent Radley [REDACTED]
Sent: Tuesday, December 18, 2012 7:35 PM
To: Stein Stephen
Subject: Re: NTSB Investigation - ERA13CA067 Quicksilver 2S Accident

Dear Mr.Stein,

I regret that I do not have Adobe Professional or MicroSoft Powerpoint on this computer at my home, and have as yet been unable to find any one who can load that on my computer, and I cannot find any way to mark these locations otherwise using the software available. I can describe the locations thusly:

The site of the accident is 550 feet due North of the Northwest corner of the barn which you can see with the paddocks surrounding it. This would correspond to approximately 100 feet from the shore of the Potomac, also easily identifiable in the image, and approximately 200 feet east of the runway. The runway is easily visible running South to North between the marsh and the Potomac, and approx. 1300 feet east of the main garage and house complex in the NW corner of the image. The hangar is 800 feet SW of the SW corner of the sand colored paddock, east of the barn in the image. Thanks for your help,

Sincerely

yours,

Vincent P B

Radley

On Dec 17, 2012, at 1:10 PM, Stein Stephen wrote:

<map of accident site.pdf>