

Stein Stephen

From: [REDACTED]
Sent: Tuesday, February 03, 2015 1:08 PM
To: Stein Stephen
Subject: Re: NTSB Investigation: N32SN

Hi,
No, unfortunately I didn't

Best Regards,
Brandon Lee
[REDACTED]

On Feb 3, 2015, at 10:55 AM, Stein Stephen [REDACTED] wrote:

Brandon,

Did you obtain any Airmets or Area Forecasts for your route?

Stephen

From: [REDACTED]
Sent: Tuesday, February 03, 2015 12:48 PM
To: Stein Stephen
Subject: Re: NTSB Investigation: N32SN

Hi Stephen,
I was using ForeFlight and the NOAA website.

No I wasn't aware of any icing reports prior to departing

Best Regards,
Brandon Lee
[REDACTED]

-----Original Message-----
From: Stein Stephen [REDACTED]
To: brandonlee001 [REDACTED]
Sent: Tue, Feb 3, 2015 5:51 am
Subject: RE: NTSB Investigation: N32SN

Brandon,

One last question. What were your weather sources? Were you aware there were icing reports for your route of flight prior to departing on the accident flight?

Stephen

From: [REDACTED]
Sent: Thursday, January 29, 2015 2:35 PM

To: Stein Stephen
Subject: Re: NTSB Investigation: N32SN

I was directly over the runway when the stall occurred and was about 15 feet above the surface

Best Regards,
Brandon Lee
[REDACTED]

-----Original Message-----

From: Stein Stephen [REDACTED]
To: brandonlee001 [REDACTED]
Sent: Thu, Jan 29, 2015 11:06 am
Subject: RE: NTSB Investigation: N32SN

Brandon,

Your statement says you were about 15 feet from the runway threshold. About how high were you when the airplane stalled?

Stephen

From: [REDACTED]
Sent: Wednesday, January 28, 2015 10:06 AM
To: Stein Stephen
Subject: Re: NTSB Investigation: N32SN

Hi,
That plane doesn't give much or any warning like a 172.
It basically just dropped. Smooth then the drop. I got too slow.
If I would have felt a stall vibration I definitely would have gone full throttle.

Best Regards,
Brandon Lee
[REDACTED]

-----Original Message-----

From: Stein Stephen [REDACTED]
To: brandonlee001 [REDACTED]
Sent: Wed, Jan 28, 2015 7:02 am
Subject: RE: NTSB Investigation: N32SN

Did you feel anything through the airplane such as a textbook stall vibration? Or was it smooth and the nose just dropped?

From: [REDACTED]
Sent: Wednesday, January 28, 2015 8:57 AM
To: Stein Stephen
Subject: Re: NTSB Investigation: N32SN

Not sure what you mean?
At that point I was concentrating on the runway.
I was over the numbers.

Best Regards,
Brandon Lee
[REDACTED]

-----Original Message-----

From: Stein Stephen [REDACTED]
To: Brandonlee001 [REDACTED]
Sent: Wed, Jan 28, 2015 6:41 am
Subject: RE: NTSB Investigation: N32SN

And what was the indication when you say you felt the airplane stall?

From: Brandonlee001 [REDACTED]
Sent: Tuesday, January 27, 2015 5:50 PM
To: Stein Stephen
Subject: Re: NTSB Investigation: N32SN

Hi Stephen,
Yes I did have flaps extended.
Electric flaps aprox 25-30 degrees.

I was VFR prior to talking to Center then requested the ILS into PBX. I was given clearance and vectors to intercept the localizer.

Best Regards,
Brandon Lee
[REDACTED]

On Jan 27, 2015, at 1:36 PM, Stein Stephen [REDACTED] wrote:

Brandon,

Everyone looks good. Just a few questions..

- 1) Did you have flaps extended during landing? If so, how many notches?
- 2) In the 6120 you stated that you did not have an ATC clearance yet your statement indicates that you were talking to Indianapolis Center. Can you please confirm if you had a clearance?

That's all for now.

Thanks,

Stephen

From: [REDACTED]
Sent: Monday, January 26, 2015 1:04 PM
To: Stein Stephen
Subject: Re: NTSB Investigation: N32SN

Hi Stephen,

Here is the form. I did the electronic signature.

Is there any way I can get a few pictures of the plane so that I can send them to someone who might want to by it?
I don't need all of them just a couple overall and of each section. Maybe 5-6 in total.

If not let me know so I can make other arrangements.

Thanks

Best Regards,
Brandon Lee
[REDACTED]

-----Original Message-----

From: Stein Stephen [REDACTED]
To: brandonlee001 [REDACTED]
Sent: Mon, Jan 26, 2015 7:36 am
Subject: RE: NTSB Investigation: N32SN

Hi Brandon,

Today is the deadline for you to submit the NTSB 6120.1 form. What is your status?

Regards,

Stephen

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation
[REDACTED]

From: [REDACTED]
Sent: Wednesday, January 21, 2015 2:46 PM
To: Stein Stephen [REDACTED]
Subject: Re: NTSB Investigation: N32SN

Hi Stephen,
Here are the logs for the last few years on the Plane.

Can I get the pictures of the plane that were taken in the hanger.
To send to somebody that may want to purchase it.
I left my camera in the rental car.

I am working on the NTSB 6120.1 form and will get it to you early next week

Thanks.

Best Regards,
Brandon Lee
[REDACTED]

-----Original Message-----

From: Stein Stephen [REDACTED]

To: brandonlee001 [REDACTED]
Sent: Fri, Jan 16, 2015 11:13 am
Subject: NTSB Investigation: N32SN

Dear Mr. Lee,

The National Transportation Safety Board is investigating the accident of N32SN, a Vans RV-6 EAB, which occurred on January 14, 2015 near Pikeville, Kentucky. You have been identified as the pilot-in-command of the accident airplane.

A copy of the NTSB 6120.1 form is enclosed. Please complete the pilot section and include a detailed written statement of the events as they pertain to the accident and return as soon as possible. Please pay particular attention to the narrative section of the form, and explain the facts, conditions, and circumstances surrounding the accident.

You may submit the completed and signed form to this office in any manner that is convenient to you. In the signature line of this e-mail you will find my mailing address and fax number. If you elect to submit the form by electronic mail, please be sure to print, sign (last page), scan and e-mail the form to me at [REDACTED] no later than January 26, 2014.

Should you have any questions, please feel free to contact me at the number below.

Regards,

Stephen Stein

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation
[REDACTED]

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