

Record of conversation with Ryan Herrick on 08/26/2016

Called Mr. Herrick and explained we were following up on the accident of July 1, 2016 in Augusta with N4976B. I explained that I understood he was the pilot involved with the incident. I asked him to explain what happened during that flight.

Mr. Herrick explained he was taking his private pilot check ride. During the check ride he was performing a short field landing. During the landing a gust of wind caught him and he did a go around. On the next landing he performed another short field landing with a full stop.

He stated that he had been flying approximately an hour prior to the completion of the flight.

After the full stop he taxied to the FBO and he and the DPE exited the aircraft and went into the FBO. I asked him if was aware he had hit the wing tip on his landing and he stated he was not aware he had hit the ground. He said he did not look at the wing after he had landed.

After the DPE had completed his paperwork, Mr. Herrick returned to the aircraft with the intent to fly back home to Bangor, ME. (BGR) and during his preflight noticed the wing damage. He stated he then called his flight instructor (John Hall) to ask what he needed to do. He forwarded pictures to Mr. Hall. He stated that Mr. Hall reviewed all the regulations and told him that wing tip damage was not considered damage and did not need to be reported as an accident.

He stated that Mr. Hall advised him to do a NASA report, which he did. I asked him what he reported to the NASA system but he stated could not remember. He said he had the report number and would try to retrieve his report.

He also contacted the flying club about the incident and was told to contact the maintenance technician that the club worked with. Mr. Herrick stated he then called the mechanic Caleb Curtiss. Mr. Curtis told him he would be down to AUG later to evaluate the plane.

Mr. Herrick was asked where he parked the aircraft after the flight. He could not remember exactly where he left the plane on the FBO ramp. He did state he requested the aircraft to be refueled by the FBO and believes they had to move it because it was too close to the building to be fueled. He does not know how they moved it.

Mr. Herrick was asked about his flight prior to the check ride. He stated he had left BGR and flew directly to AUG and performed a touch and go, and then landed. After that he met the DPE and started his check ride.

He did state when asked about the weather conditions, that he believed the winds did seem to increase and the gusts appeared to be stronger.

We discussed the extent of the wing damage I observed at the maintenance facility in Pittsfield Me. and the accident reporting requirements. Mr. Herrick said he was not aware of the extent of the damage, that he saw the scraping on the wing tip and a dent in the aileron but was not aware of the possible spar damage. He asked what the spars where. I explained what wing spar was.

I asked him if he would mind sending me the pictures that he sent the flying club and Mr. Hall that day of the accident. He stated he would, and I gave him my FAA e mail address.

I advised him that it would be considered an accident and that the NTSB would be contacting him requesting that he complete their accident report.

Mr. Herrick was asked for his e mail address which he gave us, [REDACTED]

I thanked him for his statement and advised him we may be some follow up later.

Edward Angelo
Aviation Safety Inspector
EA-FSDO-65

08/30/2016

Record of conversation with Guy Veilleux

Called Guy Veilleux and stated I was following up on the accident with N4976B in Augusta (AUG) back on July 1, 2016.

Mr. Veilleux immediately stated that he had to take control of the aircraft because the student got behind the airplane. He took control and did the go around. The student then completed the following landing which was a full stop.

I asked Mr. Veilleux what type of landing they were doing when he had to take control. He could not remember, but he thought it was a standard landing not a short field or soft field landing.

Mr. Veilleux stated that the wing scraped the runway. So I asked him that he was aware of the wing hitting the runway and he stated, Oh yes, you could hear noise. He was not aware of who exactly was controlling the aircraft when the wing hit.

I asked him if they did a post flight inspection after the landing. He stated they did not.

Mr. Veilleux stated after the flight they entered the FBO to complete the paperwork for the check ride. I asked Mr. Veilleux if he passed the student which he responded that he did.

Mr. Veilleux stated that he did not know about the damage until a couple of days later when Mr. Bill Perry called him to tell him.

I asked Mr. Veilleux if he would put a written statement together and send or e mail it to me. He said he would do one and mail it into the office.

I thanked him for his time and information and advised him I may contact him again if I have any further questions.

Edward Angelo
Aviation Safety Inspector
EA-FSDO-65



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: August 31, 2016
Person Contacted: Ryan Herrick (Pilot)
NTSB Accident Number: ERA16CA303

Mr. Herrick was interviewed over the telephone.

According to Mr. Herrick, He did not even know that the accident occurred.

He was approaching the runway for a short field landing when he encountered a wind gust so he executed a go-around.

During the go-around, the left wing "dipped down."

He then, flew the pattern and came in to do another short field landing. This time he landed successfully.

About an hour later, he noticed the wingtip was damaged and later found out that the wing was substantially damaged.