



NTSB RECORD OF CONVERSATION

Adam Gerhardt
Air Safety Investigator
General Aviation Accident Investigation Division, AS-20

Date: 6/13/2016
Person Contacted: Ryan Schmuke (Manager, Regulatory Affairs, Air Choice One)
NTSB Accident Number: GAA16CA308

Narrative:

The following is a summary of a conversation that occurred with the Manager of Regulatory Affairs at Air Choice One.

The following is a summary:

- He stated that the pilot in command is supposed to ensure the tail stand is in place prior to boarding.
- He stated multiple policy changes will be made to help prevent this from happening again in the future.

Date: 8/8/2016
Person Contacted: Ryan Schmuke (Manager of Regulatory Compliance, Air Choice One)
NTSB Accident Number: GAA16CA308

Narrative:

The following is a summary of a conversation that occurred with the Manager of Regulatory Compliance at Air Choice One.

The following is a summary:

- As a result of the investigation, they have changed internal communication procedures for whenever a structural incident with an aircraft occurs.
- He stated that maintenance will physically need to inspect the aircraft before it is released for service for any future event. This was not accomplished in the accident event.
- He also stated that management was not properly included in the decision making to release this aircraft for service after the tail strike.



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- He stated internal communication policies have been updated so that appropriate leadership is involved immediately after an incident/ accident.
- He stated that the tail stand procedures will have their own section with their operations manual.
- He stated that tail stand procedures have been a special area of focus in all recurrent training since the accident.
- The aircraft checklist will also be revised so that flight crews are more aware of the tail stand usage.
- He stated that they have a new principle operations inspector at the FAA and he plans on submitting the revised policy changes by 9/1/2016.