



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division December 17th, 2019

NTSB Accident Number: GAA18CA062

Aircraft Registration & Make/Model: N965DS, Diamond Aircraft Industry Inc./ DA-40

Accident Location: Mesa, AZ (FFZ)

Accident Date: 13OCT2017

Subject: Memorandum for Record

In support of the National Transportation Safety Board (NTSB), Air Safety Accident Investigation involving the accident airplane, N965DS, the NTSB Investigator-in-charge, gleaned insight into the investigation from the operator's internal processes, policies and procedures analysis documents that the IIC has entered into the NTSB Docket and designated as Official Use Only. In support of the Factual report narrative, the following is a list of content derived from the operator's proprietary document by way of CAE Oxford Aviation Academy - Internal Document:

- A. PIC and Operator actions after the animal strike and operator terminology: Pg. 2, Section 3.2

3.2. The Dispatcher made the following statement:

3.2.1. "At 22:00, Dispatch received a phone call from [the student] from KIWA (Gateway), flying in N965DS. [The student] stated that a coyote was hit just before touchdown, while landing on RWY 30R at KIWA. The coyote was struck by the R/H Main gear; the aircraft did not sustain any damage. [The pilot] had a phone conference with our Maintenance Department. Dispatch and Line Service Personnel contacted and spoke to [Fleet Supervisor]. It was determined that N965DS should be flown back to Falcon Field. [The student] safely returned and landed at KFFZ; N965DS was inspected by our MX Personnel and is RTS."

3.2.2. The Dispatcher also later added the following details when requested by Safety: "When [the student] called Dispatch, at 22:00, yesterday evening, the pilot's call was immediately transferred to our Maintenance Dept.; The night Supervisor, on duty, was [name removed]. Dispatch and Line Service Personnel, [name removed], reported the incident to [Line Service Supervisor] who was involved in the decision-making process to fly N965DS back to KFFZ. [The student] was

instructed by Dispatch to fill-out an OCCURRENCE REPORT for our Safety Dept., and may have further information. Dispatch doesn't have more details."

B. Flight Instructor airplane dispatch and inspection actions subsequent to animal strike:
Pg. 3, Section 3.5, and Pg. 4, Section 3.7

3.5. When Safety arrived at work the morning after the occurrence, no maintenance records could be found indicating the aircraft was properly returned to service. ETA was checked and it indicated the aircraft was currently on a flight. On arrival, Safety met the crew at the aircraft and checked the technical log. There were no records of any discrepancy regarding the coyote strike. The crew (two instructors – one was in training for CFII), as they exited the aircraft stated they had heard some odd sounds coming from the right main landing gear and that they were going to squawk the aircraft. Safety agreed with their plan of action. The instructor recorded the discrepancy in the aircraft technical log. The instructor told the Safety Officer on the ramp that they had heard that this aircraft had struck a coyote last night, and they were asked if they checked the tech log for approval of return to service and they stated the Dispatcher had told them "the aircraft had been checked out by maintenance and no damage was found." The instructor stated they should have paid closer attention to the Technical log and raised that question prior to flight. They did state a thorough preflight was conducted and no visible damage was seen on the right main landing gear, other than a bit of coyote hair. It is likely the bulge on top of the wing only became evident after the three landings the crew did that morning.

3.7. The instructor who flew the aircraft the following morning made the following statement:

3.7.1. "Student had already gotten technology and went to untie aircraft. I stopped by Dispatch enroute to the aircraft to let them know we would maintain our due-back time although we were running late on our departure. SR/Lead Dispatcher informed me: last evening at Gateway, student struck a coyote on landing but mechanics at gateway and our mechanics had inspected the aircraft and found no issues. Aircraft is good to go. I went to aircraft, performed pre-flight/walkaround – saw nothing of note. We flew our mission: 2 approaches, 2 touch-and-go, one full stop terminate. Taxiing back to CAE ramp, we heard "flexing" noise from right main gear and considering the coyote strike report, decided to squawk aircraft. Met [Safety Officer] on the ramp. Discussed this matter and squawked the airplane. Later that afternoon, in conversation with the [Safety Officer] I was informed the aircraft had sustained major structural damage during the flight the previous day and was not airworthy for my flight."

C. Revised Discrepancy Reporting Procedures -The entire document.