



RECORD OF EMAIL

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: March 13, 2018
Person Contacted: Shaun Williams (NTSB Senior Aviation Accident Investigator)
NTSB Accident Number: WPR16FA097

Narrative:

On an email from Shaun Williams the following is a summary of what he stated:

- A review of FAA PTRS records revealed 9 records in the 3 years preceding the accident. Of the 9, four were complaint investigations, two were ramp inspections completed on the same day on different aircraft, one was an enforcement action, one was a near mid-air collision investigation and one was the issuance of a waiver.



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Date: March 26, 2018
Person Contacted: Sean Payne (NTSB Recorders Laboratory Mechanical Engineer)
NTSB Accident Number: WPR16FA097

Narrative:

On an email from Sean Payne the following is a summary and what he stated:

- The accident passenger moved his microphone in preparation of becoming airsick.
- The total low-level time of the accident airplane was 1 minutes and 42 seconds.
- Time of impact was 30:18.
- During the low-level portion of the flight:
 - The accident airplane performed 3 check turns before ridge and 1 after.
 - The No. 2 airplane performed 8 check turns before the impact of the accident airplane.
- The No. 2 airplane and accident airplane appeared to be flying about the same altitude during the low level.



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Date: March 28, 2018
Person Contacted: Thomas Kostrzewa (German Federal Bureau of Aircraft Accident Investigation)
NTSB Accident Number: WPR16FA097

Narrative:

On an email from Thomas Kostrewa the following is a summary and what he stated:

- We have no information about the view from the EA-300L cockpit seats.
- He also asked the manufacturer, but they had no data either.



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Date: April 28, 2018
Person Contacted: Richard Coe (Owner of Sky Combat Ace)
NTSB Accident Number: WPR16FA097

Narrative:

On an email from Richard Coe the following is a summary of what he stated:

- Check turns were the only way to safely fly low level in mountainous terrain, due to the significant blind spot under the nose of the airplane.
- Without check turns, there is no way to confirm your flight path ahead is clear.
- Check turns were an essential part of the company's training.
- The accident pilot had been accomplishing check turns for about a year without incident.
- His definition of a check turn was: simply maneuvering or turning in such a way that you can adequately clear your flight path.
- There wasn't a standard definition of a check turn, because the number of degrees you have to turn is a function of airspeed, altitude, and severity of the terrain.