



Gunderson
Law Firm

From the Desk of:
Mark H. Gunderson, Esq.

September 13, 2016

Via FedEx
Tracking Number – 7772 1581 5014

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
[REDACTED]
Federal Way, WA 98003

Re: *Flying Start Aero, LLC*
Beech A36, N985CA
WPR16FA172

Dear Mr. Huhn:

We write in response to your email dated September 2, 2016, in which you requested various documents and information related to the accident involving N985CA and John Brown.

A. Pilot personal flight logs/summaries/times (time in type, total time, recency of experience)

Due to the volume of records and unduly burdensome cost and time to produce all flight log records, a copy of Mr. Brown's flight log records for the past three (3) years are enclosed as Exhibit "1."

B. Pilot's general physiological condition for the few days prior to the accident, including
a. Wake/sleep cycles
b. General health (cold/flu, other problems, etc)

Mr. Brown's wake and sleep cycles were regular and consistent for the time period leading up to the accident on August 30, 2016. On August 29, 2016, Mr. Brown returned home early at approximately 3:00-4:00 p.m. and ate a good dinner without the consumption of any alcohol. Following dinner, Mr. Brown went to sleep early at approximately 8:00 p.m. before rising at 3:30 a.m. the next morning.

Mr. Brown was in good health and without any known significant health related issues or problems.

C. Pilot's habit patterns (traffic pattern, airplane configuration, etc) for operating the airplane in strong crosswinds (actual winds approx. 15-20 kts from approx. 240 degrees for a landing on Rwy 16L)

Mr. Brown was well experienced with flying in strong winds, crosswinds and landing on all runways at the Reno airport including runway 16L. The wind conditions on August 30, 2016 were not unusual for the Reno, Nevada area.

D. Pilot's habit patterns & equipment (eg iPad, handheld GPS, onboard nav equipment) for navigation

Mr. Brown was well experienced using the aircraft's onboard navigational equipment and paper charts. No additional electronic devices such as an iPad or handheld GPS were used or onboard at the time of the accident.

E. Airplane maintenance records

Due to the volume of records and unduly burdensome cost and time to produce all airplane maintenance records, copies of the maintenance records for the past three (3) years are enclosed as Exhibit "2."

F. Any recent problems/irregularities with the airplane

There were no known problems or irregularities with the airplane.

Please do not hesitate to contact our office with any questions or concerns in this matter.

Very truly yours,

GUNDERSON LAW FIRM

A handwritten signature in black ink, appearing to read 'Mark H. Gunderson', is written over a solid black rectangular redaction box.

Mark H. Gunderson, Esq.

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Enclosures