



RECORD OF EMAIL

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: October 6, 2016
Person Contacted: Dale Adams (FAA Aviation Safety Inspector)
NTSB Accident Number: WPR16FA183

Narrative:

In an email from Dale Adams, the following is a summary of what he stated:

- The Gilbert's Police Department Report was attached.
- One officer's report stated that the two residents of the home and their 2 dogs safely made it out.
- Another officer interviewed the pilot at the hospital.
 - The pilot heard a loud explosion and observed the wing was on fire.
 - All the jumpers exited, he tried to fly to the nearest airport.
 - The fire quickly spread despite his attempts to prevent further damage.
 - He felt a wave of heat and realized he would not make the airport.
 - He tried to aim the plane to an unpopulated area before releasing his seatbelt and jumping from the airplane.
 - He landed in someone's back yard.
 - He denied being under the influence of drugs or alcohol.
 - He denied having any direct control over the pyrotechnics.
 - The pilot believed there was a malfunction or premature deployment of the pyrotechnics resulting in the plane catching fire.



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Date: November 25, 2016
Person Contacted: Christopher Kennedy (FAA Aviation Safety Inspector)
NTSB Accident Number: WPR16FA183

Narrative:

In an email from Christopher Kennedy, the following is a summary of what he stated:

- After a search, the PRC FSS QA department could not verify that the NOTAM in question was issued.



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Date: December 08, 2016
Person Contacted: Christopher Kennedy (FAA Aviation Safety Inspector)
NTSB Accident Number: WPR16FA183

Narrative:

In an email from Christopher Kennedy, the following is a summary of what he stated:

- During his interview with (Ryan Kilgore), the accident pilot stated:
- He never read the Certificate of Authorization (COA) for the event.
- He was not aware that the use of pyrotechnics was not authorized by the FAA.
- He asked the airplane owner a few times about the pyrotechnic box after he noticed him installing the box onto the left main landing gear step.
- The owner told him it was a sparkler box and was approved and only considered a minor alteration since it can be easily removed and does not need a field approval.
- The owner stated that the box was tested properly, airworthy, and approved correctly.
- Since he was not a mechanic, he assumed the paperwork was correct.
- He stated that the idea of understanding the difference between a major and minor alteration was unclear to him, as he was not a mechanic.
- The pyrotechnics were never briefed to the pilot.
- He did not know who ignited the airplane pyrotechnics.
- He stated that this was his second night flight with pyrotechnics.
- He stated that he would have never flown the aircraft if he knew the device was unairworthy.
- He stated he was not pressured to make the flight in anyway.
- He was told by the owner that the use of pyrotechnics was authorized.
- A safety brief was conducted for the event and flight, but he was not involved in the pyrotechnics briefing.
- He was aware that all parts not originally equipped on an aircraft require a Supplemental Type Certificate (STC) or at the very least a Field Approval from the FAA.

- The owner mounted the box on the airplane at the last minute before the accident flight.
- Very neutral and friendly atmosphere to fly.
- Takeoff time was 1904.
- On station and wing level, heard a loud bang from behind and to the left.
- Saw flames out back.
- Shut fuel off to that wing.
- Saw black hole with jagged edges about size of an iPad.
- Snagged on seat belt when trying to exit.
- Airplane swirled to the left when he left.
- He had an emergency reserve chute.



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Date: June 1, 2017
Person Contacted: Charles Olvis (NTSB Senior Air Traffic Investigator)
NTSB Accident Number: WPR16FA183

Narrative:

In an email from Charles Olvis, the following is a summary of what he stated:

- Of note from the comms:
- At 0215:50 the pilot of N20844 advises the aircraft is circling over station awaiting jumps.
- At 0216:45 the pilot advises ATC ready for jumps; ATC acknowledges the transmission.
- At 0217:28 the pilot advises ATC "... have an emergency situation, ah fire on the wings, fire in the airplane" ATC acknowledges the transmission and asked if the pilot wants to go to Chandler.
- From 0217:35 until 0217:38 there is an open microphone that is believed but not confirmed to be the pilot; there are no audible words.
- No further transmissions from the pilot.