



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR17LA145
Aircraft Registration & Make/Model: N99031; Piper Supercub
Accident Location: Big Timber, Montana
Accident Date: July 8, 2017

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Bob Bryan
Father of Accident Pilot and Big Timber Airport Manager

Interview date and time: July 10, 2017; 0900PT

According to Mr. Bryan, the pilot disclosed to him that he departed to fly over a boat float. After about 15 minutes of flight, his passenger, a family member, and he were observing the boats when the pilot observed sparks and wires before the airplane nosed over and impacted the water.

Mr. Bryan further remarked that the wires his son's airplane impacted traverse the river at an angle and do not display any aerial markers. He described the wires as thin, resembling the thickness of a pencil. The airport manager stated that he had been in his position for about 10 years and had been on the airport board for about 20 years. He added that transient pilots frequently fly at low altitudes over the river to avoid turbulence in the summertime.

Interview #2 Summary

Bob Bryan
Father of Accident Pilot and Big Timber Airport Manager

Interview date and time: July 10, 2017; 1107 PT

According to Mr. Bryan, the pilot reported to him that the wire surprised him. He did not indicate that he had encountered a sun glare.

Interview #3 Summary

Bob Bryan

Father of Accident Pilot and Big Timber Airport Manager

Interview date and time: July 10, 2017; 1107 PT

Mr. Bryan reported that he had seen other aircraft clip wires over Yellowstone River. The airport manager agreed to install flyers at the fixed based operator's office at Big Timber Airport to caution pilots about the unmarked power lines over the Yellowstone River.



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Interview #1 Summary

Kirk Bryan
Father of Accident Pilot and Big Timber Airport Manager

Interview date and time: August 8, 2017; 1045 PT

His sister was participating in a water sport on the river and they were flying low over the water to observe her. The pilot had previously flown this particular part of the river about 6 years prior to the accident, but he was aware of the presence of power lines in the area at the time of the accident. According to the pilot, his wheels were level with the tree tops (within 4 feet) at the time of the accident. The NTSB Investigator-in-Charge reported to the pilot that he could have been more vigilant with his altitude given his knowledge of the power lines. The pilot agreed with this statement.



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Interview #1 Summary

Sweet Grass Sheriff's Office
Responding Law Enforcement Official

Interview date and time: July 8, 2017; 1300 PT

The law enforcement representative stated that he observed broken residential power lines near the accident site and had received notification of a disruption in service from local residents about the time of the accident.