



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR20LA024
Aircraft Registration & Make/Model: N3206R / Piper PA28
Accident Location: Ogden, Utah
Accident Date: November 17, 2019

Michael Vandehi
Inspection Authority (IA)

Mr. Vandehi is an IA and is contracted by Axiom Aviation to inspect and approve aviation maintenance performed by Axiom Aviation A&P mechanics. Mr. Vandehi performed the inspections of the maintenance performed during the 100 hour and Annual inspection of N3206R, which had been conducted concurrently. He stated that after the inspection, he gave Axiom Aviation the option of signing off the airplane and listing the maintenance that must be performed afterwards or allowing the company to make the corrections and then he would sign off the maintenance as being performed. The Company opted to complete the maintenance and have the airplane signed off and approved for flight. Mr. Vandehi signed off the inspections. He stated that the main landing gear had cracks in some of the components and those components were replaced. He explained the removal and the repairs of the engine mount and nose wheel assembly. When asked about service bulletins that state "Compliance is Mandatory" Mr. Vandehi stated that in those cases he usually advises Part 91 operators that they should get the service bulletin recommendations done.



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Aaron C. Tingey
Flight Instructor, Axiom Aviation
February 25, 2020

In a telephone interview, Mr. Tingey stated that he had been employed by Axiom Aviation since 2018. He holds a Certified Flight Instructor Certificate and Flight Instructor Instrument Airplane. He has a multi-engine rating but is not certificated to instruct. He has over 900 hours flying experience. He flew the Cessna 172 airplane for Axiom Aviation.

Mr. Tingey stated that he was checked out to fly N3206R about one month before he flew with the accident pilot, Bryce, and he had about 20 hours in the airplane. He stated that he has never had a problem with the landing gear in the airplane. He received his check out by an ex-Axiom employee named Corey. He stated that it was not his favorite airplane and explained that it was the low wing versus high-wing airplane that he was used to flying. He also said that the airplane had a few quirks, like the landing gear lights were hard to see when the navigation lights were turned on. He believed it was a dimming issue.

He thought that Bryce became employed by Axiom around the late Spring or Early Summer (2019). He thought that Bryce gave a good amount of effort to his students. After the accident, Mr. Tingey took over training one of Mr. Ransom's instrument students and had to re-train that student on some tasks.

When asked about his flight with Mr. Ransom, Mr. Tingey stated that the flight was from Ogden to Elko and back (OGD – EKO – OGD). It was Mr. Ransom's desire to go to Elko because he

had never been there, and he needed to get five hours on the airplane. Mr. Tingey stated that the flight was uneventful, and they did not have any problems with the gear.

He said that he didn't talk too much about the systems of the airplane but referred Mr. Ransom to the Operator's Handbook. He said that they did go over general stuff.

When asked about the backup landing gears system (the system) he stated that it had a lever to bring the gear up when the gear wouldn't come up after raising the gear handle. He stated that it was located in between the seats. He also stated that if the gear doesn't not come up because you were slow, you could use the lever to raise the gear. He stated that it was designed to do that.

When asked about landing and not lowering the gear handle, then getting slow, what does the system do, he stated that it would beep at you.

When asked if he had explained the system to Bryce, he stated that he had explained to Bryce that if the gear does not come up, use the lever.



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Jonathan Dallas Hieftje
Flight Instructor Axiom Aviation
February 22, 2020

In a telephone interview with Mr. Hieftje, he told me that he trained at the Utah Valley University, he possesses a Commercial Pilot certificate with ratings for single and multi-engine land airplanes, and instrument airplane. He has been employed with Axiom Aviation since September 2019 and flies the Cessna 172EP and the Vulcan Air V1. He has about 350 hours flying experience. Of those hours, he had accumulated 6.8 hours in the accident airplane. 5 of those hours was under the instruction of Mr. Aaron Tingey, another Axiom employed instructor.

Mr. Hieftje stated that he flew with the accident instructor on the second training flight the instructor flew in the accident airplane. He said that during the flight to Brigham City Airport (BMC) the airplane flew just fine and they did not have any problems with the airplane at all. He said that they did several take off and landings and the airplane was fine. He said the landing gear never gave them a problem and the engine ran great. He also stated that on their return to OGD, they did not receive a landing clearance until it was too late, and they had to perform a go-around maneuver.

When asked about the backup landing gear system “the system” he stated that Mr. Tingey explained the system to him, and he also used the Operators Manual. He gave a description that demonstrated he had a general knowledge of the system and its purpose. When asked what he would do if he took off and the landing gear did not come up. His response was three steps. 1. Cycle the landing gear, 2. Increase airspeed to exceed the speed for the system to activate the

gear to come up, then 3. Use the lever to override the system. He demonstrated a general knowledge of what to do if the landing gear did not come up and he knew where the emergency override lever was located. He said that he had never been a part of any pilot discussions where anyone was concerned about the system and he never heard of anyone complaining about it. He did add that there was a conversation that involved the difficulty of being above to see the landing gear lights in bright conditions, but that was a problem of light intensity.

When asked about how much of the system he explained to the accident instructor, he stated that they discussed the systems of the airplane and talked about it, but he did not recall what they specifically talked about.

He stated that they did not practice any power off maneuvers but did know that the accident airplane descended quickly and considerably more than the airplanes he had flown in the past.

When asked about the accident instructor, He stated that he had not flown with him prior to the training flight in the accident airplane, but that he had had many conversations on the ground, and he thought the accident instructor was very knowledgeable about what he was doing. He also stated that he never had a doubt about his abilities.



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Nathan Hodell
Owner, Axiom Aviation

In an interview, conducted at Axiom Aviation, Mr. Hodell stated that they purchase the airplane in about early 2016. The company needed a complex airplane to satisfy Commercial Certificate requirements. He mentioned on Labor Day of 2017 [September 4, 2017], the airplane had a forced landing onto the I-15 freeway due to a fuel injector nozzle that had worked out, allowing fuel to escape from one cylinder. He stated that the company mechanic was not found at fault for that event and that the mechanic has since left the company. He said that the airplane had contacted a car during the force landing and that led to a component in the retractable landing gear needing replacement. He stated that the airplane was awaiting parts and that was one reason the airplane was in the hangar for an extended period of time.

When asked about the Instructor's PA28R training, Mr. Hodell stated that he received his Arrow flight training from two of the company instructors, Mr. Aaron Tingey and Mr. Cory Oman. He said that Mr. Tingey received his Arrow flight training from Axiom Aviation. He was a student who was hired after receiving his certificates. He thought the pilot of the Labor Day incident, Bailey, trained Mr. Tingey. Mr. Hodell stated that Mr. Oman had previous PA28R experience when he hired on with Axiom Aviation.

When asked about the backup landing gear system, Mr. Hodell stated he recalled the system adequately, but did not recall the exact airspeed that the system allows the landing gear to retract. He knew that the airplane was equipped with the system/ Mr. Hodell was asked about his

knowledge of the Service Bulletin addressing disarming the backup landing gear system. He could not recall why the system was not disarmed but stated that he would coordinate with the other owner and determine what the justification was.



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Keven Casson
A&P Mechanic

Mr. Casson was hired by Axiom Aviation in Late 2018. He was not privy to the incident in September 2017. Mr. Casson stated that he and Wayne performed the 100 hour and annual inspection, and the work was signed off by Mike. He stated that there was damage discovered in the main and nose landing gear. The engine frame assembly, which housed the damaged nose gear component, was removed, and repaired. He said the main landing gear exhibited cracked components and those components were replaced. The cracked ones were rendered unusable and discarded. When asked about the annual inspection and the backup landing gear system, Mr. Casson stated that the system was a part of the annual inspection and it was tested and found to operate normally. When asked to describe the system, Mr. Casson gave a reasonable explanation of the system and stated that the system prevents the landing gear from retracting until an airspeed limitation is reached.