



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

Bryce Ransom
Flight Instructor
Email Statements

In an email dated March 3, 2020, Mr. Ransom wrote that he still had no memories of the accident.

In an email dated March 19, 2020, Mr. Ransom wrote that he had a thought, and he assumed that it was induced by my medication. In this thought he had a vision of needing to land but something was in the way. He thought that he was at the Brigham City Airport (BGM), Brigham City, Utah, practicing touch and go landings. He tells the passenger to relax because he has a way to get around it. He engages full flaps to pop over the obstacle, and he feels that it was successful. This is the entirety of his thought. He stated that he did not know if this is what happened on the flight but if he were flying toward the billboard without power to climb, he could see himself trying to use full flaps in a desperate attempt to rise the airplane over the obstacle. He explained that a pilot can engage full flaps to “artificially” inflate your altitude at the cost of speed. He wrote that all of this is a guess. He wrote that the student pilot and he would have been performing a normal takeoff, not a short field take off that day but because of density altitude, he would have engaged 10° of flaps to help the plane up. He wrote that because of ground effect, they would have started to climb, and after the initial climb, he would have been consumed by the fact that the airspeed wasn’t able to produce lift, and that they would be too low, without the option to abort the landing [forced landing]. He indicated that he would have kept his heading straight, and upon realizing that he was on a collision course, he would have done the maneuver he mentioned.

He wrote that carbon monoxide may have been a possibility, and that he did not recall telling ATC that he was going down.



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The following is a summary of emails received from the accident pilot under instruction.

In an email dated February 12, 2020, Mr. Hudson wrote that he still could not trigger memories, despite studying for hours.

In an email dated February 13, 2020, Mr. Hudson wrote that the details of the accident are getting blurred. He had learned that they struck a Chik-Fil-A sign, and that a car had video recorded the impact.

In another email dated February 13, 2020, Mr. Hudson wrote that the Thursday flight was full of odd little learning curves. He recalled similarities of flying other low-wing airplanes for his private pilot certificate. He recalled the accident airplane was particularly stubborn to start.

He wrote that during the walk around on Thursday, he noted that there seemed to be two pitot-static tubes, one above the wing, jutting out from the side of the fuselage, and one below the wing on the opposite side. He wrote that the flight instructor could not explain what it was for. Mr. Hudson looked it up in the manual and stated that he “saw it was for emergency extension.” He indicated that he “wrote it off-because Bryce [the flight instructor] didn’t appear to show any worry for it.”

Mr. Hudson wrote that he researched the “second static system” and indicated that there are three positions for the emergency landing gear lever, and stated that it becomes particularly dangerous during touch and go’s when the extended landing gear robs performance. He thought that he expressed this concern to the flight instructor, and he thought that it explained all the problems with the landing gear that other pilots had been having. He wrote that he had not been trained on these systems prior to the first flight. Mr. Hudson provided a website link to a document

produced by a commercial flying club titled Piper Arrow IV Landing Gear System Operation Overview. This system was not an exact match to the back up landing gear extender system that was installed on the accident airplane.

Mr. Hudson wrote that he thought the Piper was very heavy and the landing gear system was a point of discomfort that he brought up to the flight instructor. He wrote that the flight instructor told him “If the gear does not come up don’t panic. Fly the airplane and we will try another cycle.” He wrote that he trusted his flight instructor’s advice but did not know if he had contested the flight instructor’s knowledge of the systems of the airplane.

In another email dated February 13, 2020, Mr. Hudson wrote about the Thursday flight and stated that the gear eventually came up after repeated attempts/maneuvers. He explained the “maneuver” was a slight nose down attitude to gain airspeed, and that was what caused the gear to come up. He also stated that he could be remembering it all wrong.

In an email dated March 9, 2020, Mr. Hudson wrote that he was doing well and back to work. He had not made any “aha” moments appear

He wrote that he had a whole lot of “what if’s” and that he felt like the recall was getting further away. He was hopeful that the flight instructor could provide information, and he had no idea of what happened. He suspected the ground effect gremlin got them.

He wrote that runway 35/17 had more than enough runway to get the airplane off the ground even near max payload. He thought the conditions were slightly better than Thursday for the same flight and the same payload. He wrote that he and the flight instructor were fairly heavy, and they rarely flew with full tanks.