



Memorandum for Record

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Office of Aviation Safety - Western Pacific Region

NTSB Accident Number: WPR20LA135
Aircraft Registration & Make/Model: N6521Y / Piper PA-23-250
Accident Location: Hemet, CA
Accident Date: April 30, 2020

In an email dated October 12, 2020, the operator provided the following information to the investigation:

- Landcare employs about 30 people, depending on the time of year
- Had a fleet of 20 Cessna 172 airplanes, and 4 Aztec airplanes
- Performs aerial imagery flights under Part 91
- Had a General Operators Manual
- Does not have a safety Management System
- The pilot was employed with Landcare since May 2019
- Flew the 172, with a last flight in the 172 on 11/2019
- Had daily tasks to include electronic and paper reporting, and shipping data to customer
- Described his piloting performance as excellent, and he had no challenges.
- Described his last check ride as "no issues"

In an email dated October 12, 2020, the operator stated that an oil leak was detected on N701DM

In an email dated September 16, 2021, the operator confirmed the following:

- The parcels of land are called flight plans
- Both flight plans were to be flown at 8,500 ft msl +/-300 ft
- The flight plans are flown in both directions
- Images collect at a ground speed of 120 to 130 knots
- The pilot must activate (run button) prior to collections

In an email dated September 20, 2021, the camera manufacturer confirmed that the “combined spreadsheet indicates altitude in meters, and speed in meters per second, and that the data covered the entire flight. The data was post-processed telemetry data from the on-board positioning system. The data was captured using a 3rd party position system.

The company representative agreed that the visual representation (created by the IIC on Google Earth) supported a theory that the pilot was approaching the flight plan area and broke off before committing to flying the line. He noted that the pilot was at the wrong altitude to intercept the line correctly. He stated that the pilot “just glanced” the starting gate of the flight plan during the turn. The camera took a small number of shots. Those shots were reported as errors due to the plane’s attitude and altitude. He stated that the camera quickly stopped capturing because the pilot was too far offline to take viable pictures.

In an email dated September 27, 2021, the camera manufacturer provided coordinates that defined the boundaries of flight plan 223 and 224. He also confirmed that the cameras used were proprietary EagleView assembled cameras with 29-megapixel imagers.

In an email dated November 15, 2021, the camera manufacturer confirmed that the pilot had loaded flight plan 224 into the [camera] system.