



RECORD OF CONVERSATION

All persons listed were interviewed by Michael Hicks or Zoë Keliher:

The following is a summary of conversation:

BRENDEN DUDDY (passenger)

Mr. Duddy, who was also a pilot, was the rear-seated passenger. He stated that he was not on the controls during takeoff. Michael Mills (pilot) had purchased the 912ULS amphibian float-equipped airplane. He wanted Brenden to fly with him and help keep an eye out. They did one water landing and takeoff at Ponderay Lake (20 miles away). They flew to the private airstrip and touched down at ID22. Brenden has flown into ID22 many times.

Before takeoff, they performed a runup check and everything checked out. They started the takeoff roll and Brenden thought that the pilot was going to land and do it again, because they were in ground effect until the last moment, when the pilot pulled back on the stick. They climbed above the trees and realized that they were not going to climb anymore. They were about 50 ft. classic AGL and a stall of the left wing occurred and the airplane rolled left and over. They impacted the ground inverted and Brenden tried to get out because fuel was covering leaking onto him. He was pulled out of the airplane by Mr. Longden and his son and Brenden laid on the ground until transported via ground ambulance. The engine sound was normal, maybe the pontoons were full of water.

Brenden Duddy reported that Michael has a brain stem injury and is not expected to make it. Brenden sustained 2 broken toes, a bruised liver and cracked ribs.

Brenden stated that the airplane felt like it was heavy during the takeoff. The tanks were 5/8ths full of gas. Michael asked Brenden what he preferred on takeoff for the rpm, and they select 5500rpm. They took off to the east. Michael asked him what direction he thought they should use to depart, and Brenden said it's up to you. They took off to the east.

Ponderay Lake is 2,060 ft currently.

ED SCHWAB (RANS DESIGNS INC)

Using the info provided, the 200# pilot and passenger weights with 5/8 fuel (about 11.25 gallon) the weight and balance was within the envelope of 46" to 50.25".

It was also under Gross weight.

Flaps appear to be set to the first of 3 notches. Flaps may be set for take-off as desired or needed (usually 1st or 2nd notch is used by most pilots).

Zoë Keliher
Air Safety Investigator
Western Pacific Region

KEN SMITH (HARBOR SPORT)

I am very familiar with this plane and history. These floats were from the CZAW company in the Czech Republic. They were originally sold as 1300s, but they were under rated. They are very similar in size to the Bauman 1550s I have worked with. I know the builder Jim Schilling well and am familiar with some of its history when the next two changes of ownership happened.

One other thought: that plane I believe had an electric elevator trim (Ray Allen), with the switch on the stick, indicator on panel. It is effective but if inadvertently pushed far up, it would be a handful and input confusing for a low time operator, possible trim stall situation.

WARREN LONGDEN (06OCT2020@1645PDT) (360)430-7958

CFI/IA -Property Owner
Spirit Lake, ID

Reported that the pilot and friend in the back seat of the Rans had flown the airplane to the airstrip and departed runway 07. They turned to the left early, before reaching the end of the runway. Warren's Son, a pilot, recorded the accident.

Brenden was in the back seat, and Warren helped the Brenden out of the airplane. Brenden had back pain and ankle damage but informed the Warren that this was a classic stall. The pilot had not regained consciousness and was life-flighted to Coeur D'alene.

The pilot just bought the airplane from back east, and the pilot wanted the airplane rewired, because it looked like a bird's nest.

The airplane is based at Timber Basin Airport

Rans, amphibian floats, and has a Rotax 912

The pilot tookoff from the end of Rwy 07

The treetops were about 60ft tall. The airplane turned to the left about 175 ft from reaching the end of the runway.

Mr. Longden stated that he would not take off uphill on runway 07, and if he had taken off on Rwy 25, he would have had 2,500ft extra before even trees became an issue because the trees have been cleared.

BRUCE STEPHENSON (FAA INSPECTOR)

The airplane has a flap, aileron combination (Flaperon) per Bruce Met Mr. Longden and his son Earl at their aircraft hangar which is located on the south side of ID22 near midfield. He explained that the passengers Brandon Duddy was a known acquaintance of theirs and was bringing him an aircraft POH for his review. The pilot and owner of N55893 was an acquaintance of Mr. Duddy and believed both kept aircraft at same airport near Sagle ID. He informed me that he and his son both went to the crash site and helped get Mr. Duddy out of aircraft. But could not help pilot other than to cut away windshield to relieve pressure on pilots head so he could breathe easier. There was a fuel smell but not fire, only some smoke.

Mr. Longden has informed NTSB and FAA/ ICC the night before that he had captured a cellphone video of the aircraft on take-off and when it turned north and just short of crash site. He also has a picture of aircraft, pilot and passenger pushing aircraft back just prior to accident.

Mr. Longden provided IIC a copy of video and picture.

We all walked to the runway to where he videoed from and discussed the airport runways and the direction of departure. He pointed out the windsock and the flag that can be see blowing in the wind. He noted the uphill slope of runway 25 and the trees at end of runway as well as where he believed the aircraft turned north before end of runway.

This concluded our conversation and he gave me directions to the accident site.

Bruce Stephanson
FAA/IIC assigned.

CALEB ZANDSTRA (PAST OWNER)

The pilot, Mr. Mills, flew in two times, both from Seattle to Detroit (Delta State Airport), and both times the winds were out of the northwest. The winds and weather were brought to Mike's attention each time by Caleb, because the winds were not conducive toward safe flight. Mike spent two days going though the airplane before the purchase. Caleb never flew with Mike, but one day they got into the airplane and they taxied (Caleb up front, Mike in the back) on another windy day, which Caleb hesitated to fly that day. Caleb recalled that later that afternoon, Mike was out flying the airplane. Surgeon Bay was where Caleb received his training in the airplane, but Caleb was not sure if Mike ever received the same training.

The airplane was picked up from a gentlemen in Minnesota that built 4 of them (Jim Schilling), from which Caleb purchased the airplane. The pilot came out to Detroit to pick up the airplane when the winds were in excess of 28 knots. Mike said that he had an airplane (Maybe a super cub) a while back, but the conversations never spawned into Mike's actual experience.

Fuel System: 9 gallons per side, there is a header tank in the back that held 3 gallons. Header tank, to Gascolator, to fuel pump, into the carburetor. The fuel selector was located up front by the pilot on the bottom left, right below the throttle and above the floor.

The airplane performed well. No hesitation during takeoff, takeoff roll was about 400ft. Full fuel and (2) 200lb guys were no problem, even on a hot and humid day. 536lb useful load.