

Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: April 13, 2022 / 0835 (L)

Subject: WPR22FA151 / Record of Conversation

Contact: Kevin Gebhart, Airport Manager, Burley Municipal Airport (BYI)

In an interview with the witness, he stated that on that morning, the UPS drivers were in his office, and he called up FlightAware so that he could show the drivers where the pilot was. He said that she made a missed (missed approach), and you could see fairly heavy, wet snow. He said that she then went out, made a teardrop, and came in. As she got closer to Heyburn, he stated that she would be popping out any minute and they went outside to watch her land. He said that they looked and waited but then came back inside. He stated that FlightAware no longer had the flight. He then heard the sirens. He said that three to five minutes later the skies cleared with a broken layer. He said that on the first approach they had wet, heavy snow.

He stated that from his hangar, you could not see the stacks due to another hangar in the way.

When asked, he stated that he didn't know exactly how many times she had been to the airport, but he indicated that it was frequent. He said that the airplane came in often but there were about three or four pilots who rotated through.

He said that the pilot did not activate the runway lights for either of her two approaches. He stated that after the accident, he checked the [runway] lights and they did come on. He said that from his office area he could not hear the CTAF if someone was trying to activate the lights. He said that there were three intensities, five clicks, then two, then two. He stated that the runway also has the two strobes at the end of the runway.

When asked about the VASI, he stated that they do not belong to the FAA but were required to be turned off by the FAA about eight years ago. He said that when the stacks were made taller the bottom end of the VASI was too close to the stacks. He thought that it occurred in about 2015 or 2016. He said that originally their intent was to put 100-foot stacks up on the roof, and that they didn't have building permits for it. He said that they negotiated with the FAA and the city,

and got them lowered. He said that he didn't think the stacks had been added to since they were installed.

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Contact: Nathan McOmber / Truck Driver

In an interview with the witness, he stated that he was backed up to a trailer waiting for it to be emptied so that he could pull it off and put another one on. He had the engine off, and both windows cracked open. He stated that he heard the airplane; “when she cleared the cloud line, she went right into the steam cloud in less than a second.” He said that he could see her through the steam cloud. He stated that as soon as he saw her, he knew that she was way too low. He said that as soon as she cleared the steam cloud, he could hear her “throttle it up, and she pulled the stick back because the nose of the plane went up, and right after the nose went up, she hit the pipe.

He said that ten minutes before she attempted to land it was a lot clearer. Within those ten minutes the snow went from little, tiny flakes to real big flakes, and the visibility had gotten considerably worse, but from the cloud line to the ground was still decent, and you could still see.

When asked, he agreed that the six pipes were putting out the steam cloud. He stated that it was travelling right into her flight path. He explained that after the airplane hit the pipe, the back end came around, and flipped over and landed upside down. He thought that when the airplane pitched up it was at least 45°. When asked if he thought that she may have seen the tower, he stated, “Oh yeah, oh yeah, but the amount of time from when she saw it to when she hit was a second, and it wasn’t enough time to recover from the altitude that she was at.”

When asked, he stated that it sounded like the engine noise increased while the nose went up. He stated that he didn’t know a whole lot about flying but that he was at the location every day and he had seen the planes land often. He stated that it looked like she was preparing to land. He stated that normally when she comes into land, she is higher than she was on the day of the accident.

He said that he called 911 after the accident happened.

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Contact: Tim Vennell, Operations Manager, Gem Air

In a telephone conversation with Mr. Vennell, he stated that Gem Air was an IFR operator that operated 5 Cessna 208B airplanes, as well as other airplanes. He stated that the company has three UPS contracts. Burley, Idaho, Moab, Utah, and Salmon, Idaho. He said that he rotated the pilots through the 3 locations. When asked about anyone voicing concerns with Burly Airport (BYI) he stated that all the pilots had voiced concerns and that he may have documentation.

He reported that the accident pilot started her employment with Gem Air on May 21, 2021, and started flying the Cessna 208B in November 2021. She conducted both the passenger flights and UPS contract flights. She had passed her 135.293, 135.297, and 135.299 proficiency, instrument, and line checks on February 16, 2022.

When asked about Gem Air providing flight following or flight locating, he stated that Gem Air did not have any type of satellite tracking system in the Cessna 208B airplanes.

When asked about pilots obtaining weather, he stated that the pilots are authorized to get weather from any of the approved weather sources, and that they may use iPads and Foreflight as long as they use an approved weather source.

When asked about the TKS anti-ice system he indicated that the pilots put in the fluid before they depart. He stated that there was a drum of fluid in Salt Lake City (SLC), and that they carry extra fluid in the airplane. He also stated that if it is snowing the pilots will go to Twin Falls Airport (TWF) due to them having de-ice.



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Contact: Randy Hubble, Burley IDS

In a telephone conversation with Mr. Hubble, he stated that the accident pilot did not request any kind of anti-ice fluids on April 13, 2022. He researched their ICE Link program and reported that IDS pre-sprayed the airplane on April 12, 2022, due to a system that dropped rain then heavy snow on April 11th.

When asked about TKS fluid, he stated that there was a 6000-gallon poly-tank that held a fluid. That fluid was tested and failed so the entirety was discarded. He indicated that the only fluid IDS used was type I and type IV fluid. He said that some feeder pilots use a small sprayer and get fluid from them, and that fluid was type I. He said that the pilots need to request it. He believed that the 208B airplanes did not use a sprayer due to the height of the wings.

He did not know of a TKS fluid. He indicated that IDS did not have a container at their ramp that held TKS fluid.

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Date: April 19, 2023

Subject: WPR22FA151 / Record of Conversation

Contact: Robert Duma, Leslie Ederer, Pratt & Whitney

On April 19, 2023, about 1000 MDT, the IIC met with Mr. Duma and Mr. Ederer to discuss the engine Aircraft Data Acquisition System (ADAS), Figure 1 and 2, data download and the engine examination conducted by Mr. Ederer.

Mr. Duma gave details to show that the ADAS information was captured during the accident flight. He provided graphic evidence to show that during the last hour of flight, the graphs showed the first approach, the missed approach, and the accident approach. He agreed that some of the captured data was not in coincidence with the accident. The ADAS date for the last flight was November 13, 2018. The actual date of the accident was April 13, 2022. The altitude data values were not coincident with the altitudes of environment around the accident site. As an example, the altitude of the last ADAS point was 3,308 ft mean sea level (msl). The elevation of the parking lot of the processing plant was 4,158 ft msl.

During the meeting Mr. Ederer gave a brief update regarding the engine exam. He summarized the exam events and estimated that he would provide his final report about the third week of May.

In an email dated July 19, 2023, the performance Investigator detailed irregularities that confirmed the ADAS data was not coincident with the Automatic Dependent Surveillance - Broadcast data, with the conclusion that “none of the ADAS data corresponds to any of these known flights, and so is not relevant to the accident.”

In an email dated August 7, 2023, the Pratt & Whitney Technical Advisor concurred with the Performance investigator’s conclusions regarding the ADAS data.



Figure 1. ADAS box recovered from the accident.



Figure 2. Back of ADAS box.