

From: [Sarah Quinn](#)
To: [Fabian Salazar](#)
Subject: RE: NTSB Investigation Request for Call: Accident #WPR23FA188
Date: Thursday, October 24, 2024 12:07:59 PM
Attachments: [image001.png](#)

Hello, sir.

I hope you are safely back from your work in Houston.

I spoke with Ryan Crosby today and have the following answers to the questions you posed:

- Did the father talk to the son about the airplane taking three months for the last annual inspection to be complete. – **No comms**
- Did he tell the son that the attitude indicator needed repairs after the airplane just came out of an annual inspection and was going to cost additional money and time. This would be around October 2023. – **No comms**
 - **He indicated that he and his dad did not discuss the plane very much at all.**

I informed Ryan that we received what he sent and confirmed there were no other logs found and he confirmed that they had found everything they could.

With regard to texts, he said that there was really only the one we already sent, which is a family member, not friend. He did say that he heard another text may have been sent but essentially that was gossip and he has not received it or seen it.

If there is anything else you need assistance with here, don't hesitate to reach out.

Sincerely,
Sarah

Sarah Quinn

Emergency Operations Coordinator
Transportation Disaster Assistance
National Transportation Safety Board (NTSB)

From: Fabian Salazar [REDACTED]
Sent: Tuesday, October 22, 2024 7:46 AM

From: [Troy Hyberger](#)
To: [Salazar Fabian](#)
Cc: [Mike Brown - LNK](#)
Subject: N665B Duncan Aviation LNK
Date: Friday, May 19, 2023 1:59:28 PM
Attachments: [Outlook-fbscb0ax.png](#)

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Mr. Salazar

Thank you for the call about the incident with N665B, we did not know it was involved in the accident on Sunday. We pulled video from the fueling on Saturday afternoon at 12:25L and as far as we can tell the fuel cap was left off the C-182 by the fueler. We have it on video and looking his body language the fueler doesn't look like he put it back on. Pilot side fuel cap. We can't see the filler port 100% to confirm.

We conducted our investigation and the fueler did not realize he missed getting the fuel cap back on. He does not remember the color of the cap or if it was attached with a lanyard. There were two-line staff helping fuel one was cleaning windscreen and debugging the aircraft while the other was fueling. Monday, we received an email from Atlantic asking if anyone was missing a fuel cap and we shared it internally. A report from a 3rd shift fueler reported an aircraft arrived at 0300 with no filler cap and assumed it was that one. The fuel cap that Atlantic had was red and I cannot tell from the distance by video if the cap was red. It looks white from the video.

Watched the pilot and passenger in and out of our lobby and the male told our front desk team they are waiting on weather so they will be in LNK a little longer than expected. The pilot ordered a top off and 2 quarts of oil. Watching the ramp video, the pilot put in his own oil and did not perform a walk around or take a fuel sump sample. Both pilot and passenger got in the aircraft and taxied out.

We issued a safety stand down for all teams to discuss the incident and implemented an immediate corrective action not to move away from a fueling location piston or jet without putting the fuel cap on prior stepping down from the ladder. We will have a full investigation including root cause, corrective action and preventive. We will send you a copy once completed if you are good with that.

Please let me know if you want our local FAA to watch the video and we can accommodate that request.

If you have any questions or more follow-up needed please let me know.
Thank you, Troy Hyberger.

From: [Hall, Ernest](#)
To: [Fabian Salazar](#)
Cc: [Helgeson, Troy](#)
Subject: RE: WPR23FA188, Albany, WY, N665B, T182T
Date: Monday, February 5, 2024 2:06:30 PM
Attachments: [image002.png](#)
[image001.png](#)
[Tech Report T18208011.pdf](#)
[Model T182T NAV III Bendix King AP US POH T182TPHAUS-03 Complete.pdf](#)

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Hi Fabian,

Things here are busy but good. Sorry, I thought I had sent you my Tech Report which can be put into the public side of the docket. I have also attached the POH for this aircraft. Reviewing the POH, regarding flight into known ice conditions, on page 2-9, Kind of Operations Limits, it list "Flight into known-icing conditions is prohibited."

Regarding what autopilot was in the aircraft, I see in my Tech Report, page 6 of 9, Instrument Panel, Autopilot type, I have as 'undetermined' due to impact damage. Reviewing the POH, Section 7 – Airplane and Systems Description, Table of Contents, page 7-3/7-4, it lists Bendix/King KAP 140 2 Axis Autopilot.

A review of the aircraft's FAA Airworthiness records revealed the following STC's and alterations:

Date	STC #	Description
11-20-14	SA02119SE	Installed: Garmin GDL 88 System
06-22-07	SA00243BO	Installed: Lcarus Instruments SAM Unit P/N SAM001-R SN 16C01120
06-21-07	SA01933LA	Installed: Garmin GA 35 GPS/WAAS Antenna, Garmin GPS 400W
09-13-02	SA2586NM	Installed: J.P, Instruments Engine Data Management System Model EDM-700
09-04-02	337	Installed: Bendix/King VHF Data Link Receiver KDR-510 System

I hope this information will help.

Ernest C. Hall
Sr. Air Safety Investigator
Textron Aviation Air Safety Investigations

Textron Aviation | [REDACTED] Wichita, Kansas 67215-1200 USA | txtav.com



From: Fabian Salazar [REDACTED]
Sent: Wednesday, January 31, 2024 10:11 AM
To: Hall, Ernest [REDACTED]
Cc: Helgeson, Troy [REDACTED]
Subject: WPR23FA188, Albany, WY, N665B, T182T

Earnie,
How are thing with you? I am working to wrap this case up this month (Feb). I have your party member certificate, Thanks.

Did you have a report or field notes for me? There are some things I need to know about the airplane that I didn't get myself.

Did the airplane have an autopilot?

Can you provide me with a copy of a POH for a T182T? I have some questions about flight into icing conditions that may be answered in the POH.

Thank You and I hope things are going well.

Fabian

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From: [Ryan Crosby](#)
To: [Fabian Salazar](#)
Subject: Fwd: NTSB Preliminary Report: Accident #WPR23FA188
Date: Wednesday, February 7, 2024 10:34:32 AM
Attachments: [image001.png](#)

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----- Forwarded message -----

From: Ryan Crosby [REDACTED]
Date: Mon, Jun 12, 2023 at 3:15 PM
Subject: Re: NTSB Preliminary Report: Accident #WPR23FA188
To: Quinn Sarah [REDACTED]

Thanks. Attached is a text exchange between Frances and her nephew the morning of the accident. She also had a text exchange with a friend which said they were anticipating some weather during their last leg of the journey. I don't have the exact text from that.

I think the family has been pretty comfortable having me be the point of contact with the NTSB. Other than these two text exchanges, nobody has said anything that would indicate they had much information. If the NTSB would like to talk to somebody else in the family, let me know and I can connect you.

On Mon, Jun 12, 2023 at 3:11 PM Quinn Sarah [REDACTED] wrote:

Thank you for reaching out, Mr. Crosby.

I will touch base with Fabian to determine if maintenance logs were obtained. I can also relay the text information to him if you can put that information into an email to me, please.

I wanted to also confirm if there were any other family contacts I should be in touch with?

Sincerely,

Sarah Quinn

Emergency Operations Coordinator

Transportation Disaster Assistance

National Transportation Safety Board (NTSB)