

From: [Jose Hernandez](#)
To: [Stephen Stein](#)
Subject: Re: NTSB 6120.1 Form - N5495K - Follow-up Questions
Date: Thursday, January 4, 2024 3:08:07 PM

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On final on approach not sure the exact altitude thanks.

On Thursday, January 4, 2024, 02:35:30 PM MST, Stephen Stein [REDACTED] > wrote:

What altitude were you at when the downdraft occurred?

From: Jose Hernandez <[REDACTED]>
Sent: Thursday, January 4, 2024 12:51 PM
To: Stephen Stein [REDACTED]
Subject: Re: NTSB 6120.1 Form - N5495K - Follow-up Questions

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Stephen,

I think it was a downdraft due to rapid change on rate of descent (felt like a little push down) during stable approach at a constant airspeed and power setting.

It was windy but I don't remember the exact winds.

Thanks

Jose

[Sent from Yahoo Mail for iPhone](#)

On Thursday, January 4, 2024, 10:48 AM, Stephen Stein [REDACTED] wrote:

One more thing. How did you know you encountered a downdraft?

Do you remember what the winds were at the time?

From: Jose Hernandez [REDACTED] >

Sent: Tuesday, January 2, 2024 2:14 PM

To: Stephen Stein [REDACTED] >

Subject: Re: NTSB 6120.1 Form - N5495K - Follow-up Questions

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,

1. You are correct.

2. I am a helicopter commercial/instrument rated pilot. Certificate number [REDACTED].

Student Fixed Wing pilot.

3. I am a helicopter commercial/instrument rated pilot. Certificate number [REDACTED]

4. Total time 1125.9 helicopter.
Total time fixed wing 32.5.
Grand total 1158.4

5. I don't have any medical waivers.

6. Yes departed KERP around 0930 to KLRU to KERP

Let me know if you need anything else thanks.

Jose

On Friday, December 29, 2023, 05:50:15 PM MST, Stephen Stein
<[REDACTED]> wrote:

Hi Jose,

Quite a few questions for you, but shouldn't be relatively straight forward .

1. In the form on page 4 you selected "Public Aircraft" "Local." This is specific to public use aircraft (like contract for a local/state/federal government entity. Since this was your solo cross country I am guessing this was not the case?
2. On page 5 under flight crew information you selected "Commercial" indicating you hold a commercial pilot certificate. I wasn't able to pull you up in the database. You hold a student pilot certificate only correct?
3. Also on page 5 please indicate if you do hold a rotorcraft license and instrument rating for rotorcraft. Again, I wasn't able to find you in the database.
4. Also on page 5 I'll need your total time in all aircraft
5. Page 5 please select if you have any waivers for your medical certificate (require corrective lenses...etc) at bottom of page
6. Page 8 – under flight itinerary you stated you departed LRU for ELP. Didn't your

flight originate out of ELP, the accident occurred at LRU and then you returned to ELP? I just need to know what time you departed ELP before the accident occurred

Thanks,
Stephen

From: Jose Hernandez [REDACTED]
Sent: Friday, December 29, 2023 12:56 PM
To: Stephen Stein [REDACTED]
Subject: Re: NTSB 6120.1 Form - N5495K (Last day to submit)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon – I was tracking today is the deadline to submit the 6120 form.

I received the form from the owner yesterday. See the attached, is completed to the best of my ability.

Let me know if you need anything else.

Happy New Year

Thanks,

Jose

On Friday, December 29, 2023 at 09:17:03 AM MST, Stephen Stein [REDACTED] wrote:

Good morning Jose – I just wanted to let you know that today is the deadline for you to submit the 6120 form.

Please complete and return the form to me by the end of the business day (5pm PT) today.

Thanks,

Stephen

From: Stephen Stein
Sent: Monday, December 18, 2023 1:32 PM
To: [REDACTED]
Subject: NTSB 6120.1 Form - N5495K

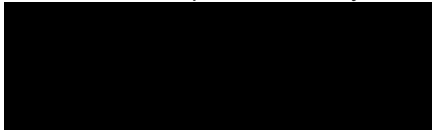
Good afternoon Jose,
As you know the National Transportation Safety Board is investigating an accident involving a Cessna 172P, registration N5495K, which occurred on November 27, 2023 in Las Cruces, New Mexico. You have been identified as the operator of the airplane at the time of the accident and by the rules pertaining to the notification and reporting of aircraft accidents (Title 49 *Code of Federal Regulations* Part 830), require the operator and/or pilot of an aircraft involved in an accident, or certain incidents, to file a report on NTSB Form 6120.1/2 and furnish other information as required within **10 business days** of the accident.

Please complete the entire form and include a detailed written statement of the events as they pertain to the accident. Please pay particular attention to the narrative section of the form, and explain the facts, conditions, and circumstances surrounding the accident. If the pilot completed written statement, please submit it to me at your earliest convenience. You may submit the completed and signed form to this office in any manner that is convenient to you. In the signature line of this e-mail you will find my mailing address and fax number. If you elect to submit the form by electronic mail, you may electronically sign the form by checking the box on the last page and e-mailing it directly to me directly by **December 29, 2023**.

Should you have any questions, please feel free to contact me at the number below.

Stephen Stein

Senior Aviation Accident Investigator
National Transportation Safety Board



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