



From: Hutson, Scott (FAA) [REDACTED]
Sent: Thursday, May 23, 2024 6:01 PM
To: [REDACTED]
Cc: Snyder, James A (FAA); Hargreaves, [REDACTED]
Subject: N4182C Accident
Attachments: Compliance Policy Brochure 2020.p [REDACTED]

Flag Status: Flagged

Good afternoon Mr. Lynch,
I'm glad you are doing okay. I'm glad we are able to converse with you about what has transpired over the last 48 hours. As discussed during our brief call a little bit ago, I am sending you this email to capture some of the things I would like you to provide to us for our investigation.

1. Attached is the Compliance Program and Airman Rights Brochure, commonly referred to as the Pilots Bill of Rights or PBR. Please familiarize yourself with the contents and ask any questions you may have. Please note, at this time there are no known regulatory noncompliance items associated with this event.
2. Total airframe hours.
3. Airframe cycles (if available).
4. Last annual completed in mid-April, 2024 and 5 flight hours since Annual (please confirm)
5. Total hours on the engine and hours since last overhaul.
6. Total hours on the prop and hours since overhaul.
7. Persons on board (one pax and one PIC, both with no injuries-please confirm)
8. Description of events, beginning with the preflight briefing, until you returned to the departure airport or home, whichever came first.
9. Weather, weather briefing source and time the briefing was obtained.
10. VMC and any weather factors to consider.
11. Phase of flight when issues began (taxi, take off, climb, cruise, maneuvering, descent, etc.).
12. Any pilot training accomplished in the last 12 months, if so, course title, day/month/year and total hours for each course.
13. Total PIC hours (all hours, including military, estimates are fine).
14. Total PIC hours in make/model, hours in last 12 months in make/model, hours in last 30 days in make/model (estimates are fine).
15. Last regulatory check ride (if applicable).
16. Details of the event, beginning with the arrival at the airport, ending when you got back to the airport or home, whichever came first.

I'm aware of the issues you are having with your home email.

I am off duty all Friday's and Monday is a holiday.

I know we discussed meeting at the FSDO at 0930 on Thur May 30th but that does not work. How about Wed at 0730, at the FSDO? Assuming that is okay, please bring the aircraft records with you as well as being able to provide the items requested above.

Please confirm, thank you Mr. Lynch



Scott Hutson

Memo in Reply to Scott Hutson email, dated 5/23/24

1. Noted
2. Total Airframe Hours: (Estimated) 5,110
3. Airframe Cycles: N/A
4. Last Annual: Completed 4/5/24. Seven (7) flights since annual. (5, with last 3rd)
Flight on 21 May was eighth (8th). Total of 6 hours.
5. Total hours on engine: 580 hrs
6. Total hours on prop since overhaul: MT Factory rebuilt prop. 575 hrs
7. Two people on board – PIC and passenger. No injuries sustained during the incident.
8. Description of events:

Arrived at Deer Valley Airport at 8:30 AM, prepared aircraft for flight. Met passengers at 9:00. Trained passengers in wear and employment of parachute. Began flight briefing at 9:30. Briefing lasted approximately 1 hour. The RedStar Pilots Association Formation Briefing Card was used as a guide. It included mission overview, weather and environment, mission sequence and standards, contingencies (Including emergency divert fields and landing off a prepared surface), execution, and questions.

The flight took off as a two-ship formation and flew to Vistancia, a housing area 10 miles southwest of Lake Pleasant. We flew over Blackstone Country Club to preview the area in preparation for a flyover for a Memorial Day ceremony at the course honoring Luke AFB. We then flew east toward Lake Pleasant to begin a routine formation training flight near the lake. In the vicinity of the abandoned Turf Soaring site, my engine began making unusual sounds – clicking and banging - and began surging. I experienced a

significant loss of thrust. I checked the fuel and oil pressures, CHT's, and per the emergency checklist - cycled the magneto controls, and turned on the emergency fuel boost pump. The condition did not change. The RPM was fluctuating and the engine noise appeared to be getting worse. I was unable to maintain altitude and I did not think that I should chance flying over populated areas to return to Deer Valley Airport. I decided to make a precautionary landing at the old Turf runway. I told my passenger to strap in tightly and we opened our canopies. I was directly over the runway and I made 2 or 3 S-turns to lose altitude and align with the runway. I dropped my gear and flaps and began a rapid descent to the runway. I touched down about half of the way down the runway. I was unable to stop the aircraft. I ran off the end of the runway and the aircraft was bouncing on the uneven terrain. I pulled up and got airborne as I crossed New River Road and entered a large open area of desert. Soon after entering the area, I impacted an abandoned camper. I was able to land on my main gear, but my nose gear collapsed, dropping the nose to the ground. The aircraft skidded approximately 50 yards and came to a stop. My passenger and I unstrapped and I helped get her safely to the ground. Neither of us sustained injuries. We signaled my circling wingman that we were OK and my passenger texted his back seater. I called the Deer Valley Airport tower to report the incident and to initiate the appropriate emergency response. The Peoria Police Department arrived approximately 15 minutes later and the fire department soon after that. Several phone calls were made with interested agencies. My wingman

landed at Deer Valley Airport, retrieved his car, and returned to the crash site. He drove me and my passenger to KDVT.

9. Weather: Weather forecast (TAF) checked day prior by wingman.

10. Weather conditions : VMC - Clear , Ceiling and visibility unlimited.

11. Phase of flight when issues began – cruise

12. Pilot training in previous 12 months: None

13. Total PIC hours: 2,000 military, 1300 GA

14. Total PIC hours in previous 12 months: 47hrs.

Hours in Previous 30 days – 6 hrs.

15. Last regulatory check ride: N/A *FLT Review c/w 11/4/2023*