

Southern Seaplane, Inc.



[Redacted] Belle Chasse, LA [Redacted]
Telephone: [Redacted]
Fax: [Redacted]

- CHARTER
- MAINTENANCE
- HANGER STORAGE—TIE DOWNS

Part 135.63 Information

Joseph Allan Campbell

Commercial Certificate No. [Redacted]
Airplane Single & Multi Engine Land
Instrument Airplane
Flight Instructor Certificate # [Redacted] CFI
Airplane Single Engine

| | | | |
|-----------------------------------|---------------------|------------|------|
| Flight Time as of <u>01-17-14</u> | Total | <u>901</u> | Hrs. |
| | Cross Country | <u>581</u> | Hrs. |
| | Night | <u>83</u> | Hrs. |
| | Instrument | <u>115</u> | Hrs. |
| | Night Cross Country | <u>42</u> | Hrs. |

Pilot for Southern Seaplane, Inc. Date of Hire: 04-28-12

Medical Certificate 1st Class Effective Date: 05-03-13

| | | |
|--------------------------------|-----------------|-------------|
| VFR Initial Date of Assignment | <u>05-01-12</u> | PIC C-210L |
| Last Recurrent VFR | <u>01-17-14</u> | Pax & Cargo |
| New Recurrent VFR Check Due | <u>01-31-15</u> | Day & Night |

Hazmat Due: 01-31-2016

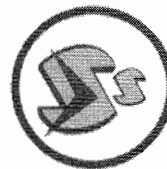
[Redacted Signature]

Pilot Signature

01-17-2014
Date

| AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135 | | | | LOCATION 65LA | DATE OF CHECK 1-17-14 | |
|---|--|---|--|---|--------------------------|------------|
| NAME OF AIRMAN (last, first, middle initial) CAMPBELL, JOSEPH, A | | | | TYPE OF CHECK FAR 135.293 <input checked="" type="checkbox"/> FAR 135.297 <input type="checkbox"/> FAR 135.299 <input checked="" type="checkbox"/> | | |
| PILOT CERTIFICATION INFORMATION: Grade Comm | | Number | | MEDICAL INFORMATION: Date of Exam. 5-3-13 | | |
| EMPLOYED BY SOUTHEAST SEAPLANE INC | | BASED AT (City, State) BOIVE CHASSE, LA. | | Date of Birth [REDACTED] Class 240 | | |
| NAME OF CHECK AIRMAN Lyle Vanepardo | | SIG. OF CHECK AIRMAN | | TYPE AIRPLANE (Make/Model) CE-210L | | |
| | | | | Simulator/Training Device (Make/Model) | | |
| | | | | FLIGHT TIME 1.0 47325 | | |
| FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory) | | | | | | |
| PILOT | | | | Air-craft | Simu-lator | Trng. Dev. |
| PREFLIGHT | | | | HELICOPTER | | |
| 1. Equipment Examination (Oral or written) | | | | S | | |
| 2. Preflight Inspection | | | | S | | |
| 3. Taxiing | | | | S | | |
| 4. Powerplant Checks | | | | S | | |
| TAKEOFFS | | | | 5. Sim. Engine Failure | | |
| 5. Normal | | | | S | | |
| 6. Instrument | | | | S | | |
| 7. Crosswind | | | | S | | |
| 8. With Simulated Powerplant Failure | | | | S | | |
| 9. Rejected Takeoff | | | | S | | |
| INFLIGHT MANEUVERS | | | | 6. Confined Areas, Slopes, & Pinnacles | | |
| 10. Steep Turns | | | | S | | |
| 11. Approaches to Stalls | | | | S | | |
| 12. Specific Flight Characteristics | | | | S | | |
| 13. Powerplant Failure | | | | S | | |
| LANDINGS | | | | 7. Rapid Deceleration (Quick Stops) | | |
| 14. Normal | | | | S | | |
| 15. From an ILS | | | | S | | |
| 16. Crosswind | | | | S | | |
| 17. With Simulated Powerplant(s) Failure | | | | S | | |
| 18. Rejected Landing | | | | S | | |
| 19. From Circling Approach | | | | S | | |
| EMERGENCIES | | | | 8. Autorotations (Single Engine) | | |
| 20. Normal and Abnormal Procedures | | | | S | | |
| 21. Emergency Procedures | | | | S | | |
| INSTRUMENT PROCEDURES | | | | 9. Hovering Autorotations (Single Engine) | | |
| 22. Area Departure | | | | S | | |
| 23. Holding | | | | S | | |
| 24. Area Arrival | | | | S | | |
| 25. ILS Approaches | | | | S | | |
| 26. Other Instrument Approaches | | | | S | | |
| Approaches: NDB/ADF | | | | S | | |
| VOR | | | | S | | |
| ILS (1) | | | | S | | |
| Other (Specify) | | | | S | | |
| 27. Circling Approaches | | | | S | | |
| 28. Missed Approaches | | | | S | | |
| 29. Comm./Nav. Procedures | | | | S | | |
| 30. Use of Auto. Pilot | | | | S | | |
| RESULT OF CHECK <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Disapproved | | | | CHECK AIRMAN'S PERFORMANCE (FAA Only) <input type="checkbox"/> Satisfactory <input type="checkbox"/> Unsatisfactory | | |
| REGION | | DISTRICT OFFICE | | FAA INSPECTOR'S SIGNATURE | | |
| REMARKS 299 CR - 65LA - GA0 - 65LA ONE APP. TO NABG PILOT NOT 297 QUALIFIED VPR ONLY | | | | | | |

Southern Seaplane, Inc.



[REDACTED] Belle Chasse, LA [REDACTED]
Telephone: [REDACTED]
Fax: [REDACTED]

- CHARTER
- MAINTENANCE
- HANGER STORAGE — TIE DOWNS

February 26, 2014

Timothy W. Monville
NTSB
45065 Riverside Parkway
Ashburn, VA 20147

Dear Mr. Monville:

The following is a statement on the accident involving N732EJ on February 14, 2014.

The Mississippi Organ Recovery Agency (MORA) called the office at Southern Seaplane and spoke with pilot Allan Campbell about a flight request. I was not present at the office so Allan called my cell phone to discuss the trip. The flight was to depart HSA at 6:00 pm CST and arrive at BHM before 8:00 pm CST. I have a group of pilots I usually call to take afternoon flights, but Allan expressed interest and wanted to fly the trip. He would have been within his duty time and he had experience flying blood and organs for MORA and The Louisiana Organ Procurement Agency (LOPA) flying for us in the past. He also asked that his wife ride with him on the flight. I allowed it because it was Valentine's Day. He hung up and called me back about 5 minutes later. Allan said he checked the weather and determined that weather would be moving into BHM so we decided to fly into JAN. I told him to call MORA and if that was ok to go ahead and fly into JAN. I told him to call me when he gets on the ground in JAN to discuss the weather and if the weather was bad to have MORA drive the blood samples to BHM.

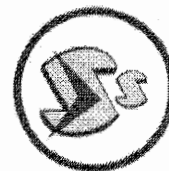
Enroute to JAN the line of weather moved into JAN and Allan landed at 17M. He texted me at 7:14 pm CST saying that he landed at Magee to wait out the storm and called the customer to notify them of the weather delay. He was delayed longer than expected and did not depart 17M until 8:15 pm CST. After landing in JAN Allan did not call me as he was instructed to do so. The next phone call I received was from BHM Approach notifying me that they lost radar contact with N732EJ while vectoring for approach.

Sincerely,

[REDACTED]

Lyle Panepinto
Director of Operations
Southern Seaplane, Inc.

Southern Seaplane, Inc.



[REDACTED] Belle Chasse, LA [REDACTED]
Telephone: [REDACTED]
Fax: [REDACTED]

- CHARTER
- MAINTENANCE
- HANGER STORAGE — TIE DOWNS

March 5, 2014

Timothy W. Monville
NTSB
45065 Riverside Parkway
Ashburn, VA 20147

Dear Mr. Monville:

I am writing this letter as an addendum to the initial statement dated February 26, 2014 in regards to the accident involving N732EJ on February 14, 2014.

Allan Campbell was hired on April 28, 2012 to fly cargo in a Cessna 210L. He flew 5 days a week until our contract with our customer ended on July 31, 2012. After that Allan flew when flights would become available for the Cessna 210. When his recurrent training became due on May 31, 2013, we put him on inactive duty because of a lack of volume of flights.

Allan and his wife were locals to the Jackson, MS area. Allan's wife drove into Belle Chasse on the afternoon of February 14, 2014 to be with him during Valentine's Day. It was because of that reason that I allowed her to depart with him out of Belle Chasse for the flight. After Allan's initial conversation with me about the trip he checked the weather here at our office. The pilots have a flight planning computer with internet access. They do not need to log-in to a program to check the weather. He called me back and said he did not think he could beat the weather into BHM. I was away from the office and checked the weather on ForeFlight on my iPhone. I agreed with him and that's when we decided JAN was a better option. As I stated in my previous statement he called the customer back to confirm and my next contact with him was the text message saying he landed at 17M. He did confirm with me also through text when the weather cleared and he was departing 17M. I replied "ok."

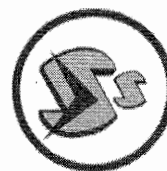
When they landed in JAN they could have gone home for the night. Their house was located in Florence, MS. When I received the phone call from BHM Approach notifying me that they lost radar contact with N732EJ I was shocked. My first reaction was, "What is he doing in Birmingham?" I was unaware that he departed JAN. As stated before, Allan Campbell did not call me upon landing JAN as per my instructions. I had no contact with him about flying to BHM. During the last conversation with Allan before he departed Southern Seaplane I told him that if the weather was bad to have the customer drive the work to BHM.

Sincerely,

[REDACTED]

Lyle Panepinto
Director of Operations
Southern Seaplane, Inc.

Southern Seaplane, Inc.



[REDACTED] Belle Chasse, LA [REDACTED]
Telephone: [REDACTED]
Fax: [REDACTED]

- CHARTER
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March 5, 2014

Timothy W. Monville
NTSB
45065 Riverside Parkway
Ashburn, VA 20147

Dear Mr. Monville:

The following is a timeline of events for Allan Campbell for the day of February 14, 2014 prior to his departure from 65LA to JAN. All times are in Central Standard Time.

| | |
|---------------------|--|
| 6:30 am | Allan reported to work after my daughter, Lacey Charvet, opened the office. |
| 11:00 am – 12:00 pm | Lunch Break |
| 12:30 pm | I flew Allan to Maurepas, LA for his seaplane checkride in a Cessna A185F Straight Float |
| 1:00 pm – 3:00 pm | Checkride with FAA examiner Sammy Whatley |
| 3:00 pm | Allan flew back to 65LA |
| 3:45 pm | Arrived at 65LA |

Sincerely,

[REDACTED]

Lyle Panepinto
Director of Operations
Southern Seaplane, Inc.

MONTHLY FLIGHT AND DUTY TIME LOG

PILOT: Aidan Campbell FAR 135: _____
 MONTH: January FAR 91: 5
 YEAR: 2014 TRAINING: 9

DUTY TIME TOTAL TIME FOR MONTH: _____

| DATE / AIRCRAFT | IN | OUT | TRIP TIME | | | REMARKS | INST. APPROACH |
|-----------------|-----|---------|-----------|-----|------|-----------------------------------|----------------|
| | | | 135 | 91 | TRNG | | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | --- | 7:00 AM | 5:00 PM | --- | 1.0 | SEA TRAINING | |
| 15 | --- | 6:00 AM | 5:30 PM | --- | 1.0 | SEA TRAINING | |
| 16 | | 6:00 AM | 6:00 PM | | 2.0 | TRAINING E.J. | |
| 17 | | 6:00 AM | 6:00 PM | 1.5 | 1.0 | FLY MC20 / 135 VFR CHECK | 1 |
| 18 | SAT | 5:45 AM | 5:00 PM | 1.5 | | FLY MC20 | |
| 19 | SUN | 6:00 AM | 6:00 PM | 1.5 | | FLY MC20 | |
| 20 | M | 6:00 AM | 6:00 PM | | 1.0 | TRAINING ZSS | |
| 21 | T | | | | | | |
| 22 | W | | | | | | |
| 23 | T | | | | | | |
| 24 | F | | | | | | |
| 25 | SAT | | | | | | |
| 26 | SUN | | | | | | |
| 27 | M | 9:30 AM | 4:30 PM | | 1.5 | TRAINING ZSS | |
| 28 | T | 6:00 AM | 2:30 PM | | | | |
| 29 | W | 6:00 AM | 4:00 PM | | | | |
| 30 | T | 6:00 AM | 6:15 PM | 5 | 1 | TRAINING ZSS TRIP to Meru, AP. | |
| 31 | F | 6:00 AM | 5:30 PM | | 1.5 | ZSS TRAINING | |

OFF

MONTHLY FLIGHT AND DUTY TIME LOG

PILOT: *Allan Campbell*

FAR 135:

MONTH: *February*

FAR 91:

YEAR: *2011*

TRAINING:

| //////////////////// | | DUTY TIME | | TOTAL TIME FOR MONTH: | | | REMARKS | INST. APPROACH |
|----------------------|----|-----------|-----------|-----------------------|------|-----|--------------------------------------|----------------|
| DATE / AIRCRAFT | IN | OUT | TRIP TIME | | | | | |
| | | | 135 | 91 | TRNG | | | |
| 1 | S | 600AM | 400PM | | | 1.5 | <i>235 TEARING</i> | |
| 2 | S | 600AM | 400PM | | | | <i>WX</i> | |
| 3 | M | 600AM | 500PM | | | | <i>Checkride Cancelled due to WX</i> | |
| 4 | T | | | | | | | |
| 5 | W | | | | | | | |
| 6 | T | | | <i>OFF</i> | | | | |
| 7 | F | | | | | | | |
| 8 | S | | | | | | | |
| 9 | S | | | | | | | |
| 10 | M | | | | | | | |
| 11 | T | 600AM | 600PM | | | | <i>WX</i> | |
| 12 | W | 600AM | 600PM | | | | | |
| 13 | T | 600AM | 640PM | | | | | |
| 14 | F | 600AM | | | | | | |
| 15 | S | | | | | | | |
| 16 | S | | | | | | | |
| 17 | M | | | | | | | |
| 18 | T | | | | | | | |
| 19 | W | | | | | | | |
| 20 | T | | | | | | | |
| 21 | F | | | | | | | |
| 22 | S | | | | | | | |
| 23 | S | | | | | | | |
| 24 | M | | | | | | | |
| 25 | T | | | | | | | |
| 26 | W | | | | | | | |
| 27 | T | | | | | | | |
| 28 | F | | | | | | | |
| 29 | | | | | | | | |
| 30 | | | | | | | | |
| 31 | | | | | | | | |

| AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135 | | | | LOCATION 654A | DATE OF CHECK 5-1-12 | |
|---|--|--|--|---|-------------------------|------------|
| NAME OF AIRMAN (last, first, middle initial) CAMPBELL, JOSEPA ALLAN | | | | TYPE OF CHECK FAR 135.293 <input checked="" type="checkbox"/> FAR 135.297 <input type="checkbox"/> FAR 135.299 <input checked="" type="checkbox"/> | | |
| PILOT CERTIFICATION INFORMATION: Grade comm Number [REDACTED] | | MEDICAL INFORMATION: Date of Exam. 4-19-12 Date of Birth [REDACTED] Class 240 | | | | |
| EMPLOYED BY SOUTHERN COMPASSIONATE | | BASED AT (City, State) BRIAR CHAPEL | | TYPE AIRPLANE (Make/Model) U206E Simulator/Training Device (Make/Model) | | |
| NAME OF CHECK AIRMAN LEW PATRICK | | SIG. OF CHECK AIRMAN [REDACTED] | | FLIGHT TIME 1.3 H2272X | | |
| FLIGHT MANEUVERS GRADE (S-Satisfactory U-Unsatisfactory) | | | | | | |
| PILOT | | | | Air-craft | Simu-lator | Trng. Dev. |
| PREFLIGHT | | | | HELICOPTER | | |
| 1. Equipment Examination (Oral or written) S | | | | 1. Ground and/or Air Taxi } | | |
| 2. Preflight Inspection S | | | | 2. Hovering Manuevers } | | |
| 3. Taxiing S | | | | 3. Normal & Crosswind T.O. & Landings } | | |
| 4. Powerplant Checks S | | | | 4. High Altitude Takeoffs & Landings } | | |
| TAKEOFFS | | | | 5. Sim. Engine Failure } | | |
| 5. Normal S | | | | 6. Confined Areas, Slopes, & Pinnacles } | | |
| 6. Instrument - | | | | 7. Rapid Deceleration (Quick Stops) } | | |
| 7. Crosswind S | | | | 8. Autorotations (Single Engine) } | | |
| 8. With Simulated Powerplant Failure S | | | | 9. Hovering Autorotations (Single Engine) } | | |
| 9. Rejected Takeoff S | | | | 10. Tail Rotor Failures (Oral) } | | |
| INFLIGHT MANEUVERS | | | | 11. Settling With Power (Oral or Flight) } | | |
| 10. Steep Turns S | | | | SEAPLANE OPERATIONS | | |
| 11. Approaches to Stalls S | | | | 1. Taxiing, Sailing, Docking } | | |
| 12. Specific Flight Characteristics S | | | | 2. Step Taxi & Turns } | | |
| 13. Powerplant Failure S | | | | 3. Glassy/Rough Water T.O./Landings } | | |
| LANDINGS | | | | 4. Normal Takeoff & Landings } | | |
| 14. Normal S | | | | 5. Crosswind T.O. & Landings } | | |
| 15. From an ILS - | | | | OTHER | | |
| 16. Crosswind S | | | | 6. Ski Plane Ops. (when applicable) - | | |
| 17. With Simulated Powerplant(s) Failure S | | | | GENERAL | | |
| 18. Rejected Landing S | | | | 7. Judgment S | | |
| 19. From Circling Approach - | | | | 8. Crew Coordination - | | |
| EMERGENCIES | | | | AIRMAN COMPETENCY INFORMATION: | | |
| 20. Normal and Abnormal Procedures S | | | | Demonstrated Current Knowledge FAR 135.293(a) | | |
| 21. Emergency Procedures S | | | | Make/Model Expires 5-31-13 (12 months) (S) (S) | | |
| INSTRUMENT PROCEDURES | | | | Demonstrated Competency FAR 135.293(b) | | |
| 22. Area Departure BASIC S | | | | Make/Model Expires 5-31-13 (12 months) (S) (S) | | |
| 23. Holding S | | | | Satisfactorily Demonstrated Line Checks | | |
| 24. Area Arrival S | | | | FAR 135.299 Expires 5-31-13 (12 months) (S) (S) | | |
| 25. ILS Approaches S | | | | Satisfactorily Demonstrated IFR Proficiency | | |
| Approaches: NDB/ADF | | | | FAR 135.297 Expires (6 months) () () | | |
| VOR | | | | Use of Autopilot (is) (is not) Authorized. | | |
| ILS | | | | Expires (12 months) () () | | |
| Other (Specify) | | | | REMARKS | | |
| 27. Circling Approaches | | | | ONLY CE-210L | | |
| 28. Missed Approaches | | | | DURING VFR CHECKRIDE | | |
| 29. Comm./Nav. Procedures | | | | | | |
| 30. Use of Auto. Pilot | | | | | | |
| RESULT OF CHECK <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Disapproved | | CHECK AIRMAN'S PERFORMANCE (FAA Only) | | <input type="checkbox"/> Satisfactory <input type="checkbox"/> Unsatisfactory | | |
| REGION | | DISTRICT OFFICE | | FAA INSPECTOR'S SIGNATURE | | |