RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL	TIME 11:41 AM	DATE 7-2-2014

NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING SYMBOL	ROUTING INITIALS
Jason Adame - FAA Inspector		
Dante Fontenot - FAA Inspector		
Andrew Zaunbrecher - former pilot for Klondike		
SUBJECT N602RR birdstrike - crash.		

DIGEST

Mr Zaunbrecher heard radio conversation the day of the bird strike for N602RR. He said he heard Mr. Detraz say he hit a bird on the top leading edge. Later that same day he heard Randy call Mike on the radio telling him to take aircraft to Jimmy Leblanc. Mike said he was ok and did not want to stop the job. He said Randy said Jimmy wanted to see it and would meet him at the Satelite Airstrip, by Thornwell, LA. Later in the day Mr. Zaunbrecher heard over the radio Mr. Detraz reported that his wing was opening up. He can't remember who Mr. Detraz was talking to over the radio and does not remember if there was a response to the wing opening up. Mr. Zaunbrecher looked at the damage and said he would not have flown it in that condition. He did not

CONCLUSION, ACTION TAKEN, OR REQUIRED

DATE	TITLE	SIGNATURE
7-2-2014	Aviation Safety Inspector	[redacted]

DIGEST (CONT.)

Express his reservations to anyone. He said the morning of the flight, Mike was very quite, which was not like him. Andrew observed, Mike flying about 15 minutes before the crash. Mr. Zaunbrecher feels that Mr. Broussard is "top-notch" when it comes to maintenance.

~~He~~ Later on, Andrew had a conversation with Randy about Mr. Detraz's comment about the wing opening up. He said that Randy said Mr. Detraz didn't say that; Mr. Zaunbrecher expressed his disagreement.

Andrew Zaunbrecher

[redacted]

7/2/14

RECORD OF [X] VISIT [ ] CONFERENCE OR [ ] TELEPHONE CALL

TIME: 11:41 AM

DATE: 7-2-2014

NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION

Jason Adame and Dante Fontenot
Andrew Zaunbrecher

ROUTING

SYMBOL	INITIALS

SUBJECT

Comments from Andrew Zaunbrecher on how Mike Detraz flew

DIGEST

Mike would turn his aircraft flat and pull alot of G's. He made the comment that he would pull the snot out of his nose in his down wind turns. The day of the accident he was on a downwind turn, and the air was not good that morning.

CONCLUSION, ACTION TAKEN, OR REQUIRED

Andrew Zaunbrecher
[redacted]
7-2-14

DATE	TITLE	SIGNATURE
7-2-2014	Aviation Safety Inspector	[redacted]

DIGEST (CONT)

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL	TIME 1:49 PM	DATE 06/25/2014

NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION

Jason Adame (FAA Aviation Safety Inspector)

Mr. Randy Carl Broussard - Owner of Klondike Aviation LLC.

ROUTING	
SYMBOL	INITIALS

SUBJECT

Bird strike damage to N602RR and N7315L

DIGEST

I visited Klondike Aviation to confirm which aircraft N602RR, or N7315L had a bird strike to the left wing and which one had bird strike to the right wing. I confirmed that N7315L had bird strike damage to the left wing. Once I arrived I spoke with an employee who then contacted Mr. Broussard. Mr. Broussard showed up about 30 minutes later. I asked to look at his aircraft. I observed two aircraft in his hanger, N7315L and N5189R. There was no damage on either wing of N5189R. We looked at N7315L, which had bird strike damage to the left wing. It appeared to me that the leading edge of the left wing was previously crushed in, and was then punched back out. I observed brand new rivets along the leading edge and along the top and bottom of the wing where the bird strike happened. I asked Mr. Broussard to remove the panel below the wing, just aft of where the bird strike was. I then inspected inside and discovered the rib was bent back and torn and was not repaired in any way. I then inspected the log books for N7315L and did not locate any log entry for this repair. I asked Mr. Broussard if he was aware of any log entry for the repair for the bird strike on N7315L. Mr. Broussard said he was not aware of any log entry.

(Continued on next page)

CONCLUSION, ACTION TAKEN, OR REQUIRED

An Enforcement Investigation Report will be opened against Klondike Aviation for an improper repair, not making a log entry for their repair, and operating an un-airworthy aircraft. Furthermore, this office still needs to determine who made the repair to N7315L.

DATE	TITLE	SIGNATURE
06/25/2014	FAA Aviation Safety Inspector	

DIGEST (CONT)

I asked Mr. Broussard when this bird strike occurred. He informed me that it happened about a day or two before the bird strike on N602RR (which happened on May 26, 2014). I then asked to see the flight manifest for all his aircraft. I discovered that Klondike Aviation had been operating N7315L almost ever day since its bird strike. Mr. Broussard informed me that he grounded N7315L on Tuesday 06/24/2014 due to the bird strike. I then showed Mr. Broussard the picture that Gabrielle Detraz (wife of Michael Detraz, pilot for N602RR) provided. He appeared to be shocked. He told me that he didn't remember the damage being that bad when he originally looked at it.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 10:06 AM	DATE 06/25/2014

NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION

Jason Adame (FAA Aviation Safety Inspector)

Mr. Randy Carl Broussard - Owner of Klondike Aviation LLC.

ROUTING	
SYMBOL	INITIALS

SUBJECT

Bird strike damage to N602RR

DIGEST

Mr. Broussard was asked about the damage from the bird strike to N602RR. He explained that the pilot (Mr. Detraz), his mechanic, and himself all felt that the damage was minor and did not need any repair. I explained that I had evidence that the damage was more than minor. I explained to Mr. Broussard that I had a picture of the damage. Mr. Broussard expressed concern that the picture that I had may be from his other aircraft that was also damaged from a bird strike. I asked him which aircraft that was, to which he said it was his Air Tractor 502. Mr. Broussard then explained that his 502's damage was repaired in one day. I explained that in my opinion, from the damage that I could see in the picture, that in order to properly repair it, it would take more than one day. I asked Mr. Broussard which wing was damaged on his 502, to which he replied was the left wing. I then told Mr. Broussard that the picture I was looking at was from a right wing. I then informed Mr. Broussard that the FAA intended to give Klondike Aviation a Letter of Warning for operating an aircraft that was not airworthy. I informed him that he had the right to contest our decision. Mr. Broussard agreed to accept the letter of warning.

CONCLUSION, ACTION TAKEN, OR REQUIRED

The 502 in question is N7315L. I went to Klondike Aviation that afternoon to confirm the damage to N7315L. The damage to N7315L was on the left wing. Furthermore, I inspected the repair and found the repair to have been done in a manner that is neither accepted nor approved by the Federal Aviation Administration. A separate FAA Form 1360-33 (Record of Visit) has been filled out for that visit. (Continued on next page)

DATE	TITLE	SIGNATURE
06/25/2014	FAA Aviation Safety Inspector	[redacted] Jason Adame

DIGEST (CONT)

In addition to the Enforcement that the Baton Rouge Flight Standards Office will open for N602RR against Klondike Aviation, LLC, an Enforcement Investigation Report is planned to be opened for the illegal repair and operation of N7315L by Klondike.