

Inspector Statement Dustin Jostad

Andrew Skatvold Interview

11/30/2018

Fargo Jet Center offices

Mr. Andrew Skatvold was interviewed at approximately 4pm on November 30, 2018 at Fargo Jet Center by ASI Dustin Jostad and Jeffrey Boe of the Fargo Flight Standards District Office (FSDO). The interview was conducted at the request of Fargo FSDO management due to the report of an aircraft sliding off the runway at Fargo International Airport. The interview was conducted after the passengers on the flight were interviewed and the incident aircraft was viewed by ASI Jostad. Mr. Skatvold was provided a Compliance Brochure at the initiation of the interview.

Mr. Skatvold stated in this interview that he had flown his 10 passengers from Fargo, ND (FAR) to Williston, ND (ISN) the previous day and had the same 10 passengers with him for the return today from ISN to FAR. Mr. Skatvold stated that he had filed Dickinson, ND (DIK) as an alternate for this flight.

When asked about the fuel on his aircraft, Mr. Skatvold stated that he had 3200lbs of fuel on board for the flight from ISN to FAR. When asked about how much fuel he thought he would have in reserve if he had to go to his alternate, he stated that he figured he would have about 500lbs of fuel remaining which would give him 30 minutes of reserve. When asked why he chose 30 minutes of reserve fuel for planning, Mr. Skatvold stated that he believed that since his alternate was reporting VFR (visual flight rules) that he only needed 30 minutes reserve after the alternate. I advised him that 45 minutes of fuel is required by the regulations on an IFR (instrument flight rules) flight.

I asked Mr. Skatvold what the purpose of this particular trip to Williston was. Mr. Skatvold stated that he believed the passengers were traveling to Williston to attend a Home builders conference. Mr. Skatvold stated that Don Dabbert had contacted him by telephone to arrange the Aircraft about 2-3 weeks prior to the flight. Mr. Skatvold stated that Don Dabbert was utilizing the Dirt Dynamics dry lease for the aircraft.

Mr. Skatvold stated that he was going to bill Dirt Dynamics for the flight based off flight hours plus fees, and he would also bill pilot services of \$■■■■ a day plus a \$■■■■ overnight fee.

Mr. Skatvold stated that he had been in contact with Tyrone Leslie who was coordinating some things with the flight to include cost, estimated times, and schedules. He stated that Mr. Leslie does not have a lease agreement for the aircraft. Mr. Skatvold stated that he knew Mr. Leslie because Mr. Leslie had accompanied Mr. Dabbert on flights with Mr. Skatvold previously.

Mr. Skatvold was asked if he acquired weights for each passenger for the flight. Mr. Skatvold stated that he did not. Mr. Skatvold was asked what his takeoff weight was and he replied that he was just under gross weight. Mr. Skatvold was then asked how he calculated the weight, and he stated that he used Garmin Pilot on his IPAD to determine the weight. Mr. Skatvold was then asked what weight he used to calculate weight and balance and he stated that he used 200lbs per person for his calculations, and that

he approximated that the 11 bags on board weighed about 175 pounds. He stated that he stowed the bags evenly between the nose and aft cargo holds.

Mr. Skatvold was asked if he would show the Inspectors the IPAD and his weight calculations and he stated that he did not know where the IPAD was. Mr. Skatvold stated that he had it on board the aircraft during the flight.

When Inspectors looked at N941JM after the accident on 11/30/2018 before it was moved from the site, they were unable to locate the Airworthiness Certificate when they looked in N941JM. Inspector Jostad asked Mr. Skatvold where the Airworthiness Certificate was and Mr. Skatvold stated that it was kept in one of the binders in the aircraft.

Mr. Skatvold was advised that the Airworthiness Certificate was required to be visible to passengers when they boarded the aircraft.

Mr. Mike Stock

12/19/2018

1. Were you a passenger on N941JM from Fargo, ND to Williston, ND on November 29, 2018?

No.

2. Were you a passenger on N941JM from Williston, ND to Fargo, ND on November 30, 2018?

No.

3. Has flown once on this aircraft round trip to KDIK. Approximately 8 months ago. Has hired Andy before to fly 340.

4. What is your relationship to Dirt Dynamics, LLC?

Owner. No employees of Dirt Dynamics on the airplane.

5. Who arranged the flights on Thursday November 29, 2018 and Friday November 30, 2018?

Don Dabbert and Tyrone Leslie arranged the flight. Mr. Stock was not present in those conversations. Mr. Stock and Dirt Dynamics had no role in obtaining this flight.

There was no contact with Dirt Dynamics regarding this flight.

6. What is your relationship with Don Dabbert?

-Subcontractor for Dabbert Custom Homes.

7. What was the purpose of the flights on Thursday November 29, 2018 and Friday November 30, 2018?

Mr. Stock believes it was a Home Builders Association event. He heard this after the accident.

8. When did you contact the aircraft owner to arrange use of N941JM? How?

Mr. Stock did not.

9. When did you contact the pilot, Andy Skatvold to pilot N941JM on 11/29/2018 and 11/30/2018? How?

Mr. Stock did not.

Name:

[Redacted]

Date:

12-19-18

Signature:

[Redacted]

10. Who paid for the fuel for the flight on Thursday November 29, 2018 and Friday November 30, 2018?

Mr. Stock does not know and did not pay. No one in his company would be authorized to pay that bill on behalf of himself or his company.

11. Who directly pays (paid) for the airport fees, parking/hangar costs, food service, and/or rental cars?

No fees charged to Mr. Stock, may not be fees at the airports he has flown to.

12. Who directly paid for the fuel on 11/29/2018 and 11/30/2018?

Unknown. Not Mr. Stock.

13. Who directly paid for the airport fees, parking/hangar costs, food service, and/or rental cars on 11/29/2018 and 11/30/2018?

Unknown.

14. Who is being billed for the flights on 11/29/2018 and 11/30/2018?

Unknown.

15. How were the passengers for the flight determined?

Unknown.

16. How did you determine weight and balance for the flights on 11/29/2018 and 11/30/2018?

Mr. Stock did not.

17. How did you determine fuel loads for the flights on 11/29/2018 and 11/30/2018?

Mr. Stock did not.

18. What fuel load did you operate N941JM with on 11/29/2018 and 11/30/2018?

Name: \_\_\_\_\_

Date: \_\_\_\_\_

12-19-18

Signature: \_\_\_\_\_

Mr. Stock did not.

19. Where and when was the aircraft fueled for the flights 11/29/2018 and 11/30/2018?

Mr. Stock is not aware.

20. How much did each passenger pay for their seat on the flights on 11/29/2018 and 11/30/2018?

Mr. Stock is not aware.

21. Who determines weather/fuel requirements when flying with Andy Skatvold in the Cessna 340 and N941JM? Andy Skatvold.

22. Who decides when/where maintenance is accomplished, and who directly pays for the maintenance when flying with Andy Skatvold in the Cessna 340 or N941JM?

Mr. Stock owns the Cessna 340 and is involved in the maintenance. Mr. Stock is not sure how this is done on N941JM. Mr. Stock assumes it is Andy Skatvold.

23. Who make the decision to initiate, conduct, and terminate flights in N941JM when it is leased to Dirt Dynamics?

Mr. Stock does.

24. Did you make the decision to initiate, conduct, and terminate flights in N941JM on November 29, 2018 and November 30, 2018?

No.

25. Were you able to choose any passengers you wanted to go on the flights when you leased N941JM?

Yes.

26. How is the pilot associated with Dirt Dynamics?

He is a subcontractor that gets paid to fly the airplane.

Name:  Date: 12-19-18 Signature: 

27. How are you associated with Andy Skatvold.

Share a hangar with him and through both being pilots. Used Andy for Pilot Services. Flies with Andy 15-20 hours a year.

28. Does Andy Skatvold have any ownership in the Cessna 340 N934GB?

No.

29. Does Andy Skatvold use the Cessna 340 for use other than with you?

He has.

30. Are there any lease agreements for your Cessna 340 to parties outside of the owners.

Unknown, would have to ask Chris Thunhiem.

31. Did you know N941JM was being operated on 11/29/2018 and 11/30/2018 between KFAR and KISN?

I did not.

32. Were you aware the lease of N941JM by Dirt Dynamics was being used on 11/29/2018 and 11/30/2018.

I was not.

33. How did you become aware the Dirt Dynamics was listed as the operator of N941JM on 11/30/2018?

Heard from Don Dabbert that Dirt Dynamics was listed as the lessee for that operation.

34. Has Andy Skatvold talked to you after the accident.

Yes.

35. Was the utilization of the Dirt Dynamics lease brought up by Mr. Skatvold in conversations after the accident.

Yes. He let Mr. Stock know that the Dirt Dynamics lease was used for the accident flight.

36. Did you ask why Andy was using your lease?

No.

37. Did Mr. Dabbert ever ask you about using the lease on the aircraft.

No.

I certify that these answers are accurate to the best of my knowledge:

Name:

[Redacted]

Date:

12-19-18

Signature:

[Redacted]

Passenger Statement

Samantha (Sami) Eidenschink

[REDACTED]

[REDACTED]

On 11/29/2018 and 11/30/2018 I was a passenger on Citation N941JM on a trip from Fargo, North Dakota to Williston, North Dakota and back. During these flights I was seated on furthest aft seat in the aircraft which faces inboard and doubles as a toilet.

I did not receive any safety briefings from a flight crewmember on these flights.

I was wearing a seatbelt.

I sustained injuries during the accident in this aircraft on 11/30/2018 including [REDACTED] which is

[REDACTED]

I certify that this is statement is accurate to the best of my recollection.

Printed Name: [REDACTED]

Signature: [REDACTED]

Date: 03/18/19

1. Has Andy billed you or your company before for flights?

-No. Tyrone decided he would be billed and sub bill to the other parties.

2. Who arranged the flights?

-Tyrone arranged the flight directly with Andy Skatvold using text message.

3. How were the flights arranged?

-Via text message. Told it was about \$ [REDACTED]. Don talked to Andy as well, price came down to

\$ [REDACTED].

4. Was the pilot and aircraft a combination deal or were they acquired separately?

-Combination.

5. Were you informed of other pilots that could conduct the flight?

- No.

6. Who paid for the fuel?

- Unknown.

7. How were you aware of Andy and his aircraft?





- Had been on the plane before and had Andy as a pilot before.

8. Were you able to choose any passengers you wanted to go on the flight?

- Anyone within HBA who needed to be at the state meeting could be on the flight.

9. Could anyone going to the conference pay a dollar amount and get on the flight?

- Yes.

10. Were you ever told that this was a "Charter flight". Were you made aware that you were separately leasing an aircraft and acquiring a pilot?

- Not told it was a Charter flight. Was not made aware that it was a separate lease of the aircraft and pilot services.

11. Who was responsible for the operation of this flight? Fuel, Maintenance, Pilot Qualifications, weather.

- The pilot was.

12. Were you briefed on Passenger briefing items?

- Yes. Exit doors and emergency oxygen masks. He did not seat belt use or smoking.

13. Was Andy Skatvold the Single Source provider for your transportation.

- Yes.



14. What was your weight on the day of the accident? How many pounds of baggage did you bring on board the flight?

- 194lbs. approximately 6-7 lbs.

15. What seat did you occupy? Pilot side of the aircraft immediately aft of the entrance door.

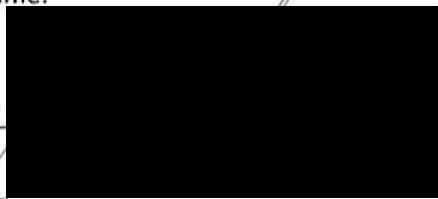
16. Were the same passengers and pilot on the flight the day before?

-Yes, same passengers the day before. Tyrone was in the same seat as the day before.

I certify that these answers are accurate to the best of my knowledge.

Printed Name:

Signature:



Date:

Dec 7/18.



