

## Huhn Michael

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**From:** [REDACTED]  
**Sent:** Tuesday, December 13, 2011 8:25 AM  
**To:** Huhn Michael  
**Subject:** Re: Radar & ATC synopsis N724WD/WPR12FA059  
**Attachments:** StartTime 2011-12-10 19-56-52 Logger 47831501 Channel 14 Rad.wav

Mike,

I had the same plan for talking to Vans, maybe we can do a conference call. Van's pretty much supplies all the necessary materials as part of their kits, right down to the AN / MS hardware. Being that this was a quick build kit, I believe the rear spar and fuselage attach points would have been completed by Vans and not the builder. My big question to Van's though, is the bolt hole drilled by the builder or by Vans (or pilot drilled by Vans). I would not expect either to be done by Vans but it would be important to know for sure.

Communications are as follows:

1956.52 Zulu

N724WD: "Luke approach, mayday, mayday. 724WD right by the substation. I have a flap that's out of control"

Luke: "724WD, Luke approach. Squawk 0231, say intentions"

N724WD: "going down. I'm going down. Dam it. I'm going into the ground, going in the ground"

The rest of the audio files contain miscellaneous communications with two different aircraft trying to locate the down aircraft.

Radar data:

At 1927 the aircraft pops up on Luke radar from Glendale (GEU). It departs on a heading of approximately 310 and climbs from 1500 ft. to 3000 ft. Ground speed varies from 110 to 130 kts. From 1926Z to 1946Z, the aircraft continues varying headings north west until it reach's a range of 24 miles from the radar station and briefly maneuvers before reversing course at 1948. The aircraft maintains normal speed and altitude until approximately 1954z. I have detailed the final three minutes below.

TIME (zulu)	HDG	SPD(kts)	ALT	RANGE
1954.00z	138	107	2800	13.9
1955.00z	130	101	2900	12.6
1956.00z	109	104	2800	11.6
1956.10z	116	90	2800	11.5
1956.20z	113	77	2800	11.4
1956.30z	144	73	2700	11.3 (squawked 7700)
1956.40z	142	65	2500	11.1
1956.50z	145	61	2400	11.0
1957.00z	158	61	2300	10.9
1957.10z	172	61	2100	10.7
1957.24z	131	53	1700	10.6

Radar contact lost after 1957.24.

I have attached the communications file to this email however the radar data is in a format requiring the use of "Raptor". Do you have that program? I am working with another inspector to have the audio and radar put together in a

more useable program called "camtasia". Not sure if I have the spelling correct. I will keep you posted on that progress.

Gary R. Hendrickson  
Aviation Safety Inspector - Avionics  
Federal Aviation Administration  
Scottsdale FSDO  
[REDACTED]

From: [REDACTED] >  
To: Gary R Hendrickson/AWP/FAA@FAA  
Date: 12/12/2011 09:24 PM  
Subject: Radar & ATC synopsis N724WD/WPR12FA059

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Gary- hopefully i have conveyed how very helpful you were on this investigation so far.

[REDACTED] if/when you get a chance to email me a quick synopsis of what you guys hear & see from the Luke data, id greatly appreciate that.

I will keep you apprised of info & developments as i get them

FYI, im going to ask Vans for the spar attach instructions/procedures, and likely a few other things. Any needs/wants, please let me know

do you know if Vans provides all raw materials for kits, or can builders also purchase their materials elsewhere? (Im only talking about the 'standard/basic airframe parts, not custom items like instrument panels, engine mounts etc. Is it the same for the "quick build" and the "normal" kits?

Michael Huhn  
Air Safety Investigator  
NTSB Western Pacific Region  
[REDACTED]

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