



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: November 24, 2015

Person Contacted: Mr. Todd Peterson (Pilot, Preceding Airplane & Eyewitness)

NTSB Accident Number: WPR14LA271

Narrative:

The following are verbatim excerpts from an NTSB question and Mr. Peterson's response of an email communication on this date. The topic was the suggested arrival and traffic pattern ground track depicted in the Idaho Division of Aeronautics "SOP" for Big Creek airport. That SOP depicted a traffic pattern with a base leg situated about one mile from the runway.

NOTE: Mr. Peterson owns the STC(s) for the Peterson King Katmai conversion(s) which was/were installed on the accident airplane.

NTSB Query

"Based on your experience, plus your conversations with others familiar w Big Creek, does the published pattern (particularly the length of the final approach path) represent the reasonable/normal approach, or do you /others have any comments/suggestion whether the base turn could/should be made closer to the airport?"

Response

"Under ideal circumstances I think the mile final into Big Creek is great. In actual practice however most of the time one cuts the corner a little shorter when there is other traffic in the pattern to kind of speed the flow. On the day of the accident I flew in prior to [the accident pilot] and cut the corner to a much shorter final as there were a lot of other airplanes in the pattern. When I came around the Hogback I was also high but I just came in with full flaps and landed normally. Part of the problem of cutting in too quick is you don't visually have sight of the strip until you are almost on top of it. With all the high terrain around you during the approach it is easy to hold too much altitude without having sight of the actual strip..."