



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: June 29, 2013
Person Contacted: Mr. Ryan Smith (IMSAR President)
NTSB Accident Number: WPR13FA294

Several IMSAR personnel were interviewed at the IMSAR facility in Springville, UT.

Attendees:

Michael Huhn – NTSB
Ricardo Asensio – Cessna Aircraft Company
Doug Yarrington – IMSAR (Interviewee's representative)

Narrative:

The following is a synopsis of the information provided by Mr. Smith during an in-person interview on this date:

Full Name: Ryan Smith
Position/Title: President, CEO

How long at IMSAR: 2004
How long in current position: IMSAR was founded 2004

Function/Capacity/Responsibilities: Lead business development and sales/marketing.

- Mr. Smith has manufacturing experience
- He holds an MsEE
- IMSAR is growing rapidly
- IMSAR currently has about 82 employees
- Mr. Smith is not a pilot, and not an aircraft mechanic

- The IMSAR pilot (Mr. Edward Nielsen) manages FAA coordination with Tom Woodhouse and/or Brett Woodhouse of Woodhouse Aviation
- Mr. Smith's role in these functions is limited to program management and/or resource allocation

- Mr. Smith does not get involved in the IMSAR aviation activities on a daily basis
- The first time he saw the accident airplane (N4459R) was at the accident site
- He has not personally had any interaction with the FAA regarding N4459R, except as required during its purchase and registration
- He previously worked with Designated Engineering Representatives and Designated Airworthiness Representatives regarding a Supplemental Type certificate in 2010 or 2011

- Regarding the role of the DoD and/or the USAF, Mr. Smith offered the following
 - IMSAR conducts a significant amount of independent research and development
 - Equipment qualification tests have no DoD oversight
 - Development efforts do have DoD oversight
 - The USAF sometimes forms/holds a Safety Review Board
 - These are technical reviews conducted by safety personnel
 - Mr. Robertson (IMSAR VP) handles SRBs for IMSAR

- Mr. Smith approved the selection and purchase of N4459R
- He was aware that the two IMSAR airplanes would have the same equipment mounts as one another
- He was aware that some improvements were being made for breakout box
- He understood that the modifications were introduced for either operational efficiency or safety benefits, but his knowledge was conceptual only, with no detail
- He had a vague recollection of the Isolation device, but his knowledge was top level only, as opposed to detailed

- He reported that the accident pilot (Mr. Greg Soter) had flown for IMSAR previously, and first flew for IMSAR in early 2013

- When asked, he estimated that the test engineer (Mr. Wilson) was about 6' tall