



## RECORD OF CONVERSATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

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**Date: June 29, 2013**

**Person Contacted: Mr. Adam Robertson (IMSAR Vice President)**

**NTSB Accident Number: WPR13FA294**

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**Attendees:**

Michael Huhn – NTSB

Ricardo Asensio – Cessna Aircraft Company

Doug Yarrington – IMSAR

**Narrative:**

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

Full Name: Adam Robertson

Position/Title: Vice President

Reports to: Ryan Smith

- How long at IMSAR: Since October 2007
- How long in current position: Since March 2010
  
- Function/Capacity/Responsibilities: Business development, Direct oversight (from a program management standpoint)
  - He holds an MEE and an MBA
  - He is not a pilot or an aircraft mechanic
  
- His primary involvement in IMSAR flight operations is from a resource allocation standpoint
- He does conduct some detail work for flight test cases when IMSAR is planning to use US Government test ranges.
- As necessary, he coordinates with pilots to ensure or obtain details regarding test flight environmental conditions such as wind, weather, lighting conditions etc
  
- IMSAR Aviation is wholly owned subsidiary of IMSAR
- The pilot Edward Nielsen is full time IMSAR employee

- IMSAR uses the Cessna 172 airplanes as surrogate platforms for their R&D and occasional equipment qualification efforts.
- Regarding the role(s) of the DoD and/or USAF personnel in the testing and flight operations, Mr. Robertson offered the following comments
  - He experiences a significant amount of variability in these aspects; he summed it up by stating "It depends"
  - Some personnel or offices are very hands off
  - Some projects are subjects of a DoD/USAF Safety Review Board (SRB). SRBs entail
    - Detailed agreement ("Flight test plan")
    - Physical convening of a review board
  - There was no SRB required for the system/equipment/project that was involved in the accident
- IMSAR coordinates with the FAA to obtain approvals for their 337 forms through Tom Woodhouse
- Designated Airworthiness Representatives have been on the IMSAR premises/hangar to review the hardware or airplane modifications
  - Mr. Robertson only got involved in these review efforts at the program resource level
- Mr. Robertson had some technical knowledge of the isolator, but no detailed knowledge
- When asked, Mr. Robertson estimated that the test engineer (Mr. Wilson) was 6' tall and weighed 250 lbs