



RECORD OF CONVERSATION

Leah D. Yeager
Aviation Accident Investigator
Central Region

Date: May 28, 2014
Person Contacted: Neal Trahan
NTSB Accident Number: CEN14LA255

Narrative:

During a telephone conversation, Mr. Trahan stated that he was driving his tractor parallel to the field the airplane was spraying. He was headed north and the wind was from the south between 15 and 25 knots. Mr. Trahan said the airplane passed by him going to the south, crossed over the power lines and made a long, sweeping left hand turn to the north. The airplane had plenty of time and space to set up for his next pass. When the airplane was headed back toward the north, it was in a descent when it collided with the power lines and immediately nosed over into the ground. Mr. Trahan saw a puff of white smoke followed by a puff of black smoke when the airplane struck the power lines. He then called 911 and responded to the scene.



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Aviation Accident Investigator
Central Region

Date: June 24, 2014
Person Contacted: Gabrielle Detraz
NTSB Accident Number: CEN14LA255

Narrative:

During a telephone conversation, Mrs. Detraz stated that her husband, Michael Detraz, had struck a flock of birds with the accident airplane while spraying a field on the morning of May 26, 2014, which was a day before the accident. Her husband landed and took a picture of the damage the bird strike caused to the right wing with his cell phone and texted it to his wife about 9:26 am. He did not express any concerns with her about the damage and continued to fly the airplane the remainder of the day, which she said, was about another 12 hours.

Mrs. Detraz stated that the morning of the bird strike, her husband left the house at 4:30 am and drove about 45- minutes to an hour to get to work. He came home the night of May 26th about 9:00 pm. He ate dinner, took a shower and went straight to bed between 9:30 and 9:45 pm. Mrs. Detraz said that she did not see her husband on the morning of the accident, but did talk to him on the phone. She said he seemed unusually "quiet" and "aggravated." She did not know why he was feeling that way. Mrs. Detraz said that her husband did not always tell her everything, especially if it was something that would cause her to worry.

Mrs. Detraz said her husband was not taking any medications at the time of the accident and was in good health. She also said that her husband had a good working relationship with the owner of Klondike Aviation, Mr. Randy Broussard.

In a subsequent phone conversation after the official toxicology report was released, Mrs. Detraz stated her husband smoked marijuana on the weekends only and never smoked during the week.



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region – Arlington, Texas

RECORD OF CONVERSATION

Who: Randy Broussard, Owner of Klondike Aviation

When: June 24, 2014

RE: CEN14LA255, Gueydan, LA, N602RR

In a telephone conversation, Mr. Broussard was asked if the accident airplane had been involved in a bird strike the day before the accident, which occurred on May 27, 2014. He confirmed that it did strike a bird the day before and he thought the damage was to the leading edge of the left wing. Mr. Broussard described the damage as “minor...and just a dent...not even a wrinkle.” He said his mechanic also looked at the damage and verified it was only minor damage. Mr. Broussard said if the damage was more severe he would have taken the airplane out of service, but since he, the mechanic, and the pilot felt it was minor, the airplane was put back in service. Mr. Broussard said the pilot was not concerned about the damage and had no issue flying the airplane without being repaired.

Mr. Broussard was asked if anyone took pictures of the damage. He said he did not take any photos and was not aware if anyone had taken any photos of the damage.

Leah D. Yeager
Sr. Air Safety Investigator
National Transportation Safety Board



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region – {City, State}

Record of Telephone Conversation
Person Interviewed: Jason Adame, FAA
Subject: CEN14LA225

During a telephone conversation, Inspector Adame stated that the airplane impacted the ground about 30 feet north of a set of about 30-foot-tall power lines and came to rest on its right side about 100 feet forward of the power lines. The airplane was facing toward the north and contacted the ground in a left wing low, steep nose down attitude. All major components of the airplane were accounted for at the accident site. A post-impact fire consumed most of the wings and fuselage from the cockpit toward the vertical fin.

Leah D. Yeager
National Transportation Safety Board
Senior Air Safety Investigator