

From: [REDACTED]
To: [REDACTED]
Subject: Re: WPR15MA243A/B San Diego, CA-Midair Accident (N6ZP)
Date: Tuesday, March 15, 2016 2:26:35 PM

Good Afternoon,

We listened the attached audio with my friends, Taha. Voices are probably mine, Enes, and two of the statements are probably mine. We just heard "Brown Tower" with both statements. We called Tower, "Brown Tower" because we just wanted to inform to Tower because of the accident and we cancelled the calling because we thought Tower saw the accident and Tower handled it.

Have a nice day !

Enes Erkec
Taha Mermer

2016-03-15 17:03 GMT+02:00 Swick Andrew [REDACTED]

Good Morning,

As we get further into our ATC tapes during the time of the accident, we are unsure who is talking on the attached audio. The audio has two separate recordings put side by side.

Would you listen to the recording and let me know if one of the statements is yours, and what you hear with both statements. If you remember stating one of these to the tower during the time of the accident, it would be helpful for us. Please be detailed.

Thanks for your time.

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region

Phoenix, Arizona

Phone: [REDACTED] | Fax: [REDACTED]

From: Enes Malik [mailto: [REDACTED]]

Sent: Saturday, February 13, 2016 2:29 PM

To: Swick Andrew

Subject: Re: WPR15MA243A/B San Diego, CA-Midair Accident (N6ZP)

Good morning Mr. Swick,

We previously explained the all of your questions as far as we remember, but again we will explain all of your questions one by one:

*Purpose of the flight: Our university has established a partnership with American Aviation Academy (AAA) in 2014. In order to gain more experience in aviation, we and our friends who are from our university were intended to visit AAA from 15th of June to 15th November 2015 for the purpose of hour building. We were already qualified private pilots and no flight training or licences were provided to us in USA. It was just a supervised hour-building program. So the purpose of the flight was just hour-building.

*People on board: There were 2 people (Taha and me, Enes) in N6ZP. Taha was the pilot-in-command and I was the second pilot.

*Choosing SDM: We chose SDM because we had only 1 hour to fly. SDM is close to Gillespie Field (SEE) which was our base. If we had 1 hour to fly, we chose to fly the closest airport from the SEE. For example: Ramona Airport (RNM), Montgomery Field Airport (MYF) and Brown Field (SDM).

*Environment, Traffic: We do not remember the certain number of traffic because 6 months past but to the best of our memory there were not lots of traffic and it was not busy.

*Used Runway: We used the Runway 26 Right, traffic pattern was Right, Landing to west.

*Communication with tower: When we decided to leave from SDM after last touch and go, we requested right-downwind departure but tower did not turn back after our calling and we requested again. We did not remember when the tower turned back but we sure that we tried to get permission for departing from SDM and tower gave clearance for departing from SDM.

*ATC Instructions:When we took lessons from our IFR and VFR Communication lessons,we learned that when ATC says something, we must apply all of them without questioning.Because ATC see and regulates all of the traffics.

When ATC said that 360,we just thought one of traffic was approaching and ATC prevented the collision.

We did not know that one of traffic was approaching or not , so we did not know tower calling the wrong N-Number.

Again if there was a traffic or unknown traffic,ATC gave us the 360 degree turn.

Best regards to your investigation!

Enes Erkec

Taha Mermer

2016-02-12 15:22 GMT+02:00 Swick Andrew <[REDACTED]>:

Good Morning,

Thanks for the quick response, but need to ask to be more detailed.

- Start off with the purpose of the flight
- How many people on board?
- Why did you choose SDM?
- When you arrived at SDM how was the environment? Traffic busy? Not busy?
- What runway did you use, what traffic pattern did you use? Left or Right? Landing to the east or west?
- Was the control tower easy to communicate with?
- When ATC gave you the command for the 360 while you were departing the airport area, what was your first thought? Did you think he may have called the wrong N-Number? Why do you think he gave you the 360 degree turn?

Any other details that you can think of that would help with this investigation would be great. Again, thanks for the extra time to answer these questions. Again, if you have any questions, please don't hesitate to contact me.

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region

Phoenix, Arizona

Phone: [REDACTED] | Fax: [REDACTED]

From: Enes Erkeç [mailto:[REDACTED]]
Sent: Thursday, February 11, 2016 3:26 PM
To: Swick Andrew
Subject: Re: WPR15MA243A/B San Diego, CA-Midair Accident (N6ZP)

Hello Mr. Swick,

We would be glad to help you about the accident.

We went to the Brown Field (SDM) from the Gillespie Field. We made 3 touch and go at Brown Field. After 3 touch and go we decided to leave from the Brown Field because we had 1 hour to fly.

When we came nearest the out of the northeast Brown Field Airspace, suddenly ATC said that turned 360. After we turned 360, we left Brown Field Airspace and we came back to Gillespie Field.

We just know those information about that accident.

Note:We wrote this e-mail together and we sent this e-mail one by one.

I did not have Internet ,so i sent it late,sorry for lating.

Enes Erkec

Taha Mermer

On 09 Feb 2016, at 18:13, Swick Andrew <[REDACTED]> wrote:

Good morning gentlemen,

I am the NTSB investigator-in-charge on the midair collision that took place on August 16, 2015 at Brown Field Municipal Airport (SDM). The investigation is ongoing and I am trying to be as detailed as possible to determine a probable cause. Attached is the preliminary report for your reading.

According to American Aviation Academy, where both of you flew, one of you were flying the Cessna 172 (N6ZP) when the accident occurred. N6ZP was departing the airport traffic area, northeast bound, and performed a 360-degree turn after being told to do so by the SDM ATC. The accident happened shortly after that call to N6ZP was made.

If you were the pilot of the airplane, could you please write me a statement (non-formal), email reply is fine, on the day of your flight. Please be detailed on how traffic and communication was at SDM while you were there. Did it seem abnormally busy or not busy, did the tower seemed rushed or made mistakes? Reason for departing SDM? Any other experiences at SDM you could share would be great.

Feel free to contact me at any time if you have questions. Thanks for your time.

Andrew L. Swick

Aviation Accident Investigator

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<WPR15MA243AB Preliminary Report.pdf>