



## National Transportation Safety Board

### Memorandum

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**From:** Michael Huhn  
**Date:** July 10, 2008  
**Subject:** Telephone Interview with Detective Sgt Darin Hood (Highlands County Sheriffs Office), Regarding Accident Involving Piper PA-18-150, N988PC, June 20, 2008

- The witness was the principal law enforcement officer assigned to this accident
- The passenger had been flying animal surveys with the pilot for several years
- The pilot's family had "opened up land" to make it accessible for these animal surveys
- The witness met the passenger in January 2008
- The passenger did not reside in Florida, but spent time there each year to conduct his survey flights
- The passenger socialized with the pilot and/or his family on occasion
- The passenger was provided lodging by the pilot and/or his family on occasion
- The pilot flew several flights per week, approximately every other day, many of which were survey flights
- The day of the accident was supposed to be the passenger's last day in the Placid Lakes area for a while, due to the end of his survey period
- The passenger was reportedly scheduled to travel to and stay in Gainseville, FL the day of the accident, as part of his journey home. He was expected home the following day
- The passenger had a business card for flight instruction from an FBO (Lockwood Aviation) in Sebring, FL [IIC Note: A follow-up telephone call by the IIC to the FBO revealed that the passenger had not flown with the FBO, nor was he scheduled to fly with the FBO]

A black rectangular redaction box covers the signature of Michael Huhn. The box is positioned above the printed name and title.

Michael Huhn  
Air Safety Investigator



## National Transportation Safety Board

### Memorandum

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**From:** Michael Huhn  
**Date:** May 8, 2009  
**Subject:** Telephone Discussion with Law Enforcement Personnel, Regarding Accident Involving Piper PA-18-150, N988PC, June 20, 2008

- The two individuals were Detective Sgt. Darin Hood and Detective Stacey Andrews.
- Both individuals were from the Highlands County Sheriffs Office
- Both responded to the accident site and were involved in the recovery process
- They stated that it was their agency's practice to first mark (with spray paint), and then cut, any hardware or structure that needed to be removed or relocated to assist with recovery
- It was their agency's practice to specifically avoid disconnecting any mechanical linkages (such as the flap handle/cable) - they preserved those connections, instead cutting the component(s) elsewhere
- They did not use or observe anyone else using mechanics' hand tools, such as wrenches, to disconnect any linkages during the recovery

A black rectangular redaction box covers the signature of Michael Huhn. The box is positioned above the printed name and title.

Michael Huhn  
Air Safety Investigator



## National Transportation Safety Board

### Memorandum

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**From:** Michael Huhn  
**Date:** May 15, 2009  
**Subject:** Telephone Report from Detective Sgt Darin Hood (Highlands County Sheriffs Office), Regarding Accident Involving Piper PA-18-150, N988PC, June 20, 2008

- Detective Sgt Hood was the principal law enforcement officer assigned to this accident
- He was accompanied by Detective Stacey Andrews on this telephone call
- Several days ago, the undersigned sent annotated flap schematics and photographs to Sgt Hood, in an effort to determine whether he or anyone else involved in the recovery of the victims and airplane had disconnected the flap cable from the flap handle
- Sgt Hood reiterated that his personnel did not disconnect the cable
- Detective Andrews stated that he showed the flap photographs to the individual ("Rodney" of Rodney's Towing) who stabilized, and then recovered, the wreckage to the hangar at 09FA. He told Detective Andrews that neither he nor his personnel disconnected the flap cable
- Detective Andrews also showed the flap photographs to Mr. Mark Fortier of the Placid Lakes Fire Department. Mr. Fortier supervised his department's activity in the victim extraction from the wreckage. Mr. Fortier told Mr. Andrews that his personnel did not disconnect the flap cable

A handwritten signature in black ink, which appears to be "Michael Huhn", is written over a solid black rectangular redaction box.

Michael Huhn  
Air Safety Investigator