



National Transportation Safety Board

Memorandum

From: Michael Huhn
Date: June 30, 2008
Subject: Telephone Interview with Mr. John Marrs (IA on accident airport), Regarding Accident Involving Piper PA-18-150, N988PC, June 20, 2008

- The witness was an IA who worked at the accident airport
- He knows the two FAA inspectors who examined the wreckage
- He was informed of the accident approximately 30-45 minutes after it occurred
 - The passenger wanted to fly over the Archbold Biological Station to track black bears
 - He assumed the passenger had his own tracking equipment
- The witness was familiar with, but did not perform maintenance on, the accident airplane
 - He believed that the maintenance provider was Carter Aircraft in Sebring (approximately 16 miles from accident airport)
- The witness thought the accident pilot was a “good pilot”
- The airplane was “in first class condition”
- Most of the flights in the accident airplane were pleasure flights
- The pilot owned citrus groves in the area
- The pilot “donated his time, property and services” for community purposes
- The witness knew of a “younger boy” who flew with the pilot to track bears
 - That individual was from the University of Florida, Gainesville
- The witness thought that the pilot had about 1,000 hours TT, and somewhere between 200-600 hours in the accident airplane
- The witness heard that the pilot “was better than 99% of [all] pilots in [Piper] Cubs”
- The witness heard some rumors that the airplane stalled but others were saying “absolutely not”
- The witness understood that the accident pilot’s father was “very concerned” about his son’s image following this accident

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



National Transportation Safety Board

Memorandum

From: Michael Huhn
Date: May 6, 2009
Subject: Second Telephone Interview with John Marrs, Regarding Accident Involving Piper PA-18-150, N988PC, June 20, 2008

- The witness performed maintenance on aircraft at the accident airport, but ceased that activity approximately May 2008
- He did not perform maintenance on the accident airplane
- He was acquainted with the accident pilot
- He never flew with the accident pilot
- He considered the accident pilot a "very capable pilot"
- He had heard about the pilot's abnormal traffic pattern that involved a low altitude downwind pass along the runway, with a "teardrop" 180 degree turn at the end to land, but had never witnessed it
- He believed that this pattern and maneuver were to allow the pilot to ensure that the runway and runway vicinity was clear of birds known as 'sand hill cranes'
- Subsequent to the accident, he saw a news video taken from a helicopter that seemed to depict the left flap to be extended and the right flap to be retracted

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



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Memorandum

From: Michael Huhn
Date: May 6, 2009
Subject: Telephone Interview with Ms. Susan DeBruler, Regarding Accident Involving Piper PA-18-150, N988PC, June 20, 2008

- The witness was the manager of Placid Lakes Airport at the time of the accident, and still is the manager as of this date
- She was familiar with the species of birds known as 'sand hill cranes'
- She stated that there were a few sand hill cranes that appeared to live in the vicinity of the airport, but the airport did not have a problem with the birds
- She stated that birds were rarely, if ever, seen on the runway

A black rectangular redaction box covers the signature of Michael Huhn. The box is positioned over the handwritten signature, which is partially visible as a dark, scribbled shape.

Michael Huhn
Air Safety Investigator