

Fox Todd

From: Fox Todd
Sent: Monday, September 28, 2020 1:48 PM
To: Hayes, Jeffrey S (FAA)
Cc: Fox Todd
Subject: RE: N7562F Accident Request for Information

Inspector Hayes,

Thank you for emailing your inspection summary, I will include this email correspondence with the public docket materials associated with the investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Hayes, Jeffrey S (FAA) [REDACTED]
Sent: Monday, September 28, 2020 1:24 PM
To: Fox Todd [REDACTED]
Subject: RE: N7562F Accident Request for Information

Todd,

Good afternoon. Inspection of the aircraft did not reveal any definitive anomalies/discrepancies that would have precluded normal operation of the airplane during landing. As stated previously, the carpeting was observed bunched up on the floor. Unable to determine when this occurred. Inspector opinion is it likely occurred during accident and/or egress from inverted aircraft. During initial interview with instructor pilot, instructor pilot stated "(student pilot) just lost it".

Regards,

Jeffrey S. Hayes
Aviation Safety
FAA Flight Standards District Office/Airworthiness
[REDACTED], Houston, Texas 77034
Phone: [REDACTED]
Office Mailbox: [REDACTED]

From: Fox Todd [REDACTED]
Sent: Monday, September 28, 2020 10:48 AM
To: Hayes, Jeffrey S (FAA) [REDACTED]
Cc: Fox Todd [REDACTED]
Subject: RE: N7562F Accident Request for Information
Importance: High

Inspector Hayes,

Please reconfirm (again) that there were no anomalies/discrepancies that would have precluded normal operation of the airplane during landing.

You can simply reply to this email message... I will include your email response with our docket materials associated with the investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Hayes, Jeffrey S (FAA) [REDACTED]
Sent: Friday, September 18, 2020 6:44 PM
To: Fox Todd [REDACTED]
Subject: RE: N7562F Accident Request for Information

Todd,

Below are amendments to my notes regarding my inspection of aircraft N7562F. Been a long day. Will try to work on this again next week.

09/17/2020

- Inspected aircraft N7562F.
 - Student pilot stated in his statement, "Loose floor-mats that had to be pulled back from the pedals several times during flight which may have jammed up the pedals during the landing and hectic recovery attempt".
 - Did not observe floor mats to be installed in the aircraft. Standard carpeting installed.
 - Unable to determine definitively whether this was a contributing factor to loss of control of the aircraft or a result of impact, sudden stoppage, aircraft going inverted and subsequent egress.
 - Student pilot stated in his statement, "Stiff Rudder that didn't self-center after moving left or right on pre-flight inspection. Rudder movements seemed to stay prolonged unless manually centered again with opposite pedal at lower speeds. I have never experienced such a rudder feel, even on the same model craft, and felt this issue throughout the flight".
 - Inspected flight controls with no obvious defects noted.
 - Accident damage to rudder does not allow for movement.
 - Student pilot reported the following flight hours:
 - In make/model – 15.1
 - In last 90 days – 6.0
 - In last year – 9.0
 - Total hours - 22.5
 - Received call from pilot Disler.
 - Advised he would have pilot statement, etc. provided this evening.

09/18/2020

- Received NTSB Form 6120-1 from pilot Disler.

Regards,

Jeffrey S. Hayes
Aviation Safety