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# Aircraft Incident Report

## Airfield Operations

Case Number:

Date:

Time:

Airport:

RWY/TWY:

Airline:

Flight #

Aircraft Type:

Registration:

Number of Pax:

Number of Crew:

Fuel Quantity:

Pounds

Gallons

Weather:

RWY/TWY Condition:

Injuries?

Property Damage?

RWY/TWY Closed?

By:

Time:

RWY/TWY Reopened:

By:

Time:

Investigation?

Investigator:

Invest. Agency:

Ops. Manager:

Fire Command:

ATC Supv.:

Notifications:  10  11  13  20  911  62  63  64  170  FSDO

Pilot:

Address:

City/St.Zip:

Phone:

Co-Pilot:

Address:

City/St.Zip:

Phone:

AC Owner:

Address:

City/St.Zip:

Phone:

**Continued on Page Two**

Case Number:

Narrative:

On Saturday July 25 2020 I (Warmack Ops 693) was working the front desk at SVRA airport when I recieved a call around 1230-1245 from N7677C a Piper Lance.

The woman on the phone made a fuel request to have the aircraft N7677C "filled up" and that they would be at the airport in 30 minutes.

I read back the fuel request to the lady on the phone to verify that they wanted a top off with Ave gas for N7677C a Piper Lance. The lady on the phone said that was the correct fuel request.

Afer the call was over I called on the radio to Ops 691 (J. Pierce) who was doing 100LL fuelings to top off N7677C a Piper Lance with ave gas. Ops 691 read back the fuel request and fueled the aircraft shortly after that.

Around 1310-1320 the pilot and passengers arrived at the airport and started to load the aircraft with bags.

Around 1325-1330 I left the front desk to take my lunch break and didnt see the aircraft start, taxi or take off.

Reviewed By:

Approved By:



## Memorandum for Record

**Fabian Salazar**  
**Air Safety Investigator**  
**National Transportation Safety Board**  
**Investigator in Charge**

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**NTSB Accident Number: WPR20LA238**  
**Aircraft Registration & Make/Model: N7677C, Piper PA-32R-300**  
**Accident Location: West Jordan, UT**  
**Accident Date: July 25, 2020**

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**Brett Provinsky**  
**Flight Instructor,**  
**Mil2ATP Inc.**  
**Wayne Executive Airport (GWW)**  
**Pikeville, NC 27863**

On August 18, 2020. In a telephone interview, Mr. Provinsky stated that he flew one instrument training flight with Mr. Lee Wyckoff. He recalled the flight occurred on July 13, 2020, and the flight lasted about 2.1 hours. He stated the flight involved part of Mr. Wyckoff's instrument flight rating program and consisted of about 5 or 6 instrument landing system (ILS) approaches, missed approaches, holding, then vectors to repeat the procedure. Mr. Provinsky stated that the flight was conducted in Mr. Wyckoff's Lance airplane. Mr. Provinsky said that Mr. Wyckoff came to Mil2ATP due to his prior flight training at a non-affiliated training facility was "inconsistent and sub-par". He said that Mil2ATP was a 141 school.

Mr. Provinsky said that Mr. Wyckoff came to the training school and stayed with his wife and kids in a trailer. Mr. Provinsky said he did not meet the wife or kids.

Mr. Provinsky stated that the accident airplane was very nice, and Mr. Wyckoff said he bought the airplane at a DEA auction and he had upgraded the instrumentation. Mr. Provinsky stated that Mr. Wyckoff was very comfortable flying the airplane and did not appear to have any troubles operating the airplane.

Mr. Provinsky thought that Mr. Wyckoff was very proficient in flying the airplane and that he was surprised to hear of the accident. He said that Mr. Wyckoff was very aware of the engine and how it sounded.

Mr. Provinsky recalled that Mr. Wyckoff had about 800 hours flying hour experience. He did not know if Mr. Wyckoff kept a logbook or a virtual logbook.

His final thoughts of Mr. Wyckoff was that he was a “conscientious, responsible sort of guy” and he had no doubt in his ability to fly the airplane.



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**Christopher A. Kreske**  
**President Mil2ATP Inc**  
**Wayne Executive Airport (GWW)**  
**Pikeville, NC 27863**

August 18, 2020. In a telephone interview with Mr. Kreske, he said that he was the President of Mil2ATP and also gave Mr. Wyckoff his instrument rating check ride. He said that he met Mr. Wyckoff and they discussed training in a multi-engine airplane. Mr. Wyckoff called Mr. Kreske and changed his plan to first start training for his instrument rating. Mr. Kreske told him that he needed to go fly with a safety pilot to build hours before starting the instrument flight training. Mr. Kreske said that Mr. Wyckoff did that and flew some long cross-country flights. He thought recalled Mr. Wyckoff having about 800 flight hours and that he kept his flights logged on software similar to ForeFlight.

Mr. Kreske said that he thought Mr. Wyckoff a studious person, because he was not only doing the flight training, but also studying for the instrument written exam.

He said that he got about an hour and a half ground time and an hour and a half flight to learn about Mr. Wyckoff.

He said the Mr. Wyckoff had some struggles in the ground eval, but nothing that would cause him to fail the check. He had a few answers that he had to look up and Mr. Kreske thought an instrument pilot would be able to tell him the answers immediately, He showed up without a weight and balance and Mr. Kreske sent him out to build a weight and balance. He said that it took him awhile to complete the weight and balance and that told him that he didn't do them routinely.

He said that in the airplane he was very solid [good performer] and only a few things about his set up were not to Mr. Kreske's liking but were only techniques. He let an EFB that was mounted on his left window distract him, but he flew the airplane well. He said that he intentionally gave him a scenario where he had to do some critical thinking. He set him up to fly an instrument approach to minimums. When he got to the minimum descent altitude (MDA) he had him continue to fly out the time. He said that he had Mr. Wyckoff take off the foggles when he was clearly too late to land the airplane and Mr. Wyckoff "did the right thing" by performing a missed approach and not trying to land the airplane.

He said that one thing he did talk to him about was pressure altitude and density altitude, because he had missed one of those questions on the test. They talked quite a bit about it because he noticed that he had a lot of cross-country time to Utah (last Fall through now) Mr. Wyckoff. told him that he had been going to Utah for about two or three times per month for the past seven or eight months (Fall, Winter and Spring). He asked if the airplane was a turbo Lance and he said no, so they got into the discussion about DA and normally aspirated engines being a recipe for disaster. Mr. Kreske said that he could tell that Mr. Wyckoff was starting to get a little annoyed, so Mr. Kreske told him "the thing I care about is that you are a safe pilot and that you are not going to go out and kill yourself and your wife and kids" He thought that Mr. Wyckoff didn't understand why he kept bringing up PA and DA. He said that he thought that Mr. Wyckoff looked at weight and balance, PA and DA as an afterthought because he had a powerful airplane and he wouldn't have to worry about. Mr. Kreske repeated that his flying was "rock solid" and he easily met the minimum standard to pass the check ride.

When asked about the pilot's logbook and the airplane's logbook Mr. Kreske said he kept a paper logbook and he also used an electronic log that wasn't Foreflight or Garmin. He said that it was like an EFB and it had his logbook built into it.

He said that he looked at the airplane's logbooks. He recalled noting the last annual inspection was completed, but he did not recall the date it was completed.



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**Fabian Salazar  
Air Safety Investigator  
National Transportation Safety Board  
Investigator in Charge**

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**Matt Eichel  
Flight Instructor  
Mil2 ATP Inc  
Wayne Executive Airport (GWW)  
Pikeville, NC 27863**

August 19, 2020. In a telephone interview with Mr. Eichel, he stated that he flew with Mr. Wyckoff for about 20 hours as part of a Part 61, instrument rating, single engine land syllabus. He flew the hours in Mr. Wyckoff's Lance airplane. Mr. Eichel's observations were that Mr. Wyckoff flew the airplane very well and stated he "handled it just fine". Mr. Eichel stated that Mr. Wyckoff had a very good understanding of the airplane and the instrumentation package in the airplane. He said Mr. Wyckoff was very cautious and he picked up on instrument flight instantly. Mr. Eichel said that Mr. Wyckoff brought photos of the airplane's maintenance logbooks and that is how the Chief Pilot reviewed the logbooks. He said the Mr. Wyckoff said if they needed the actual books, he had them at his house. The Chief Pilot did not keep copies of the photos, just looked at them from Mr. Wyckoff's phone.

When asked about weight and balance, Mr. Eichel said that they did go over the weight and balance and that Mr. Wyckoff "got the right answers." When asked about pressure altitude and density altitude discussions, Mr. Eichel said they did go over that because Mr. Wyckoff had missed that question on his written test, and they needed to go over it as a "knowledge topic". Mr. Eichel said that Mr. Wyckoff seemed to know most of the concepts.

When asked about the electronic flight bag (EFB), Mr. Eichel said that Mr. Wyckoff used an iFly as an EFB and it had all of his IFR charts, but he did not keep his flying hours in it. He said that Mr. Wyckoff kept track of his flying hours on a spreadsheet that he kept in his laptop computer.

Mr. Eichel said that Mr. Wyckoff started instrument flight training closer to his home at a local airport but switched to Mil2ATP. Mil2ATP asked him to complete his ground portion before starting the training, and he had most of it done before he started training. Mr. Eichel said that Mr. Wyckoff used Gleim Exam Prep for the ground training.

October 6, 2020

Spoke with Mr. Eichel. He confirmed that the pilot would check the flaps during the preflight portion of the flight, while the airplane was “in the chocks”. He did not recall if the pilot would extend the flaps twice and was seen in the video.