

Sworn Statement

On 3 October 2018 I was Pilot-in-Command of Hageland Flight 3244 in N575Q. Keven Loseke was acting as Second-in-Command. The routing was OME-GAM-SVA-OME. I was Pilot Flying for the first leg. We were cleared for the RNAV 16 into GAM. I believe the weather was wind was reported as 080 at 21 knots, ceilings around 2000ft. Runway was in sight before the Final Approach Fix.

I stayed about one dot high on the glide slope due to the heavy mechanical turbulence that starts at about 500ft when the wind is out of the East. When very low, the descent rate increased and I attempted to correct. The aircraft touched down harder than usual but we did not think the tail had touched. We debriefed on the taxi in. After shut down, Loseke discovered the damage to the tail when he went to put the tail stand in. We immediately notified company.

George Wilkinson

A black rectangular redaction box covering a signature. There is a handwritten mark resembling a checkmark or the letter 'V' to the left of the box.

Banning Brice

From: Kevin Loseke [REDACTED]
Sent: Friday, October 12, 2018 2:49 PM
To: Katie Rowell
Subject: N575Q statement for NTSB

N575Q

On October 3, I was acting as SIC (PM) for the other pilot (PF) in the BE1900, N575Q. We were flying the RNAV 16 Approach to Gambell, AK. As I recall weather conditions were 2000' broken and winds were 080@21 kts. Visual conditions prevailed during the last 5 miles of final. The approach was stabilized. When the aircraft was below 500', I observed the approach was high and called this out to the other pilot. The approach remained high and the other pilot flared high. We debriefed the flight during the taxi-in. Upon taxi-in and shutdown, we observed damage to the tail of N575Q consistent with a tail strike and notified the company.

Respectfully,

Kevin Loseke
[REDACTED] Primary
[REDACTED] Backup