

Brannen John

From: Yamil Quinones [REDACTED]
Sent: Thursday, May 16, 2013 3:26 PM
To: Brannen John
Subject: Fwd: Report

As per our phone conversation, attached to this Email, you'll find the information I sent to Mr. Paul Arrambide FAA inspector and Bob Norris, Insurance Representative.

Last conversation with Mr. Bob Norris, according to my boss Mr. Denny Ohara, the insurance company inform him that they want to sent the actuator to a independent laboratory.

I will fill the form you send me ASAP and send them back to you...

Thanks
Yamil Quinones
[REDACTED]

Bob Norris
Regional Claims Manager
Aviation Light Services Corporation
[REDACTED]
Addison, TX 75001
Direct Line: [REDACTED]
FAX: [REDACTED]

The name of the retrieval company is:

Lone Star Retrieval
Office: [REDACTED]
Fax: [REDACTED]
Richard A Ball
Cell: [REDACTED]
Red Oak, TX 75154

----- Forwarded message -----

From: Yamil Quinones [REDACTED]
Date: Thu, Mar 28, 2013 at 4:01 PM
Subject: Report
To: [REDACTED]

METAR text: KAMA 271653Z 24008KT 10SM CLR 17/M07 A3005 RMK AO2 SLP146
T01671072 \$

Conditions at: KAMA (AMARILLO , TX, US) observed 1653 UTC 27 March 2013

Temperature: 16.7°C (62°F)

Dewpoint: -7.2°C (19°F) [RH = 19%]

Pressure 30.05 inches Hg (1017.7 mb)

(altimeter): [Sea-level pressure: 1014.6 mb]

Winds: from the WSW (240 degrees) at 9 MPH (8 knots; 4.2 m/s)

Visibility: 10 or more miles (16+ km)

Ceiling: at least 12,000 feet AGL

Clouds: sky clear below 12,000 feet AGL

Weather:

SOME DATA ABOVE MAY BE INACCURATE!!!

"\$" is an indication the sensor requires maintenance

METAR text: **KAMA 271553Z 32011KT 10SM CLR 15/M07 A3004 RMK AO2 SLP147 T01501067 \$**

Conditions at: KAMA (AMARILLO , TX, US) observed 1553 UTC 27 March 2013

Temperature: 15.0°C (59°F)

Dewpoint: -6.7°C (20°F) [RH = 22%]

Pressure 30.04 inches Hg (1017.4 mb)

(altimeter): [Sea-level pressure: 1014.7 mb]

Winds: from the NW (320 degrees) at 13 MPH (11 knots; 5.7 m/s)

Visibility: 10 or more miles (16+ km)

Ceiling: at least 12,000 feet AGL

Clouds: sky clear below 12,000 feet AGL

Weather:

SOME DATA ABOVE MAY BE INACCURATE!!!

"\$" is an indication the sensor requires maintenance

On March 27, 2013, around 10:45am after taking off from Amarillo International Airport KAMA (active runway in KAMA was 13 and 22.) from runway 22, I turn to the left and head to River Falls Airport 81XA. I flew over the River Falls Airport 81XA, and enter mid field for cross wind on runway 17. After seen the wind sock showing winds from West, South-West, I reduce Manifold pressure to around 16" on both engine. Being already around top of the white arc (160mph) I initiate my turn and enter on the left downwind segment of runway 17 applying my first notch of flaps followed by lowering the gear handle. After 3 green lights were obtained on the green gear position light quadrant or (Block), the flight continued normal during the downwind and base leg segment.

As I am getting established in the final segment with 3 confirm green lights and only first notch of flaps I was crabbing to the right side due to the crosswind condition. After getting close enough estimated 1000ft distance from Rwy 17 on River Falls Airport 81XA and around 120mph, I initiate the normal correction for a cross wind landing with only one notch of flaps set on the plane. While holding the crosswind correction after crossing the numbers the plane successfully touch down on the right main gear. I was able to maintain directional control as I was constantly keeping the crosswind correction on the joke control and the rudder.

After more back pressure was increase and the power was reduce, airspeed was starting to bleed off and the left main gear touch down. The right correction on the joke control was keep in order to maintain directional control of the aircraft. Suddenly, inside the cabin it felt that the left side continue the decent while the right side gear was fully extended, making the left side to sit on the ground during my ground roll. I lost directional control of the aircraft at that point as I see the plane sliding and falling abruptly on the ground as it keep sliding to the left side of the Rwy. Next thing I did was turning off the Magnetos and the Master Switch as I knew there was nothing else to do. Wait till the plane got to a full stop and run to the main door and out of the plane. Call Denny Ohara my boss and report him immediately the situation.