

From: [Bob Stevens](#)
To: [Sullivan PAM](#)
Subject: FW: Questions for Tom Henley N29AC Aircraft Accident Andrews, TX
Date: Thursday, May 28, 2015 8:38:04 AM

From: Bob Stevens [REDACTED]
Sent: Friday, May 22, 2015 2:07 PM
To: 'Sullivan PAM'
Cc: Thom Henley [REDACTED]
Subject: RE: Questions for Tom Henley N29AC Aircraft Accident Andrews, TX

Dear Ms. Sullivan, below are Mr. Henley's answers to your questions, Bob Stevens

1) Over what period of time was ice accumulating on the airplane during the flight?

ANSWER:

The ice accumulation took place over a period of about 45 seconds to 1 minute. I was on the glide slope descending through the cloud layer at about 400 feet per minute. I estimate that the layer was about 300 feet thick.

2) Was there any time, altitude, location where the ice was accreting more rapidly?

ANSWER:

I believe there was more ice at the bottom of the layer due to the fact that I did not see any ice on the left wing when I checked it while in the layer.

3) Was he aware of a degradation in aircraft performance and if so, to what extent and during what phase of the flight?

ANSWER:

There was no indication of performance degradation until I was beneath the cloud layer, in the clear, with the runway in sight. I first noticed my descent was more than I wanted and applied some power, which did not change descent. I then applied full power, but was still descending. From the time I noticed a performance degradation to the plane being on the ground was about 45 seconds to 1 minute. I estimate the bottom of the cloud layer was 700 AGL.

4) Was there any ice build-up on the side windows.

ANSWER:

There was no visible ice on the side window or the inboard portion of the wing. that I could see.

5) During the flight he requested the weather for Midland, TX. Was there some specific reason he did not request the weather for Andrews?

ANSWER:

I requested Midland's weather because it was my alternate. See answer below.

6) Did he obtain the Andrews weather information from any other source besides his DUATs weather briefing?

ANSWER:

Yes, I listened to the weather at Andrews on the AWOS frequency before beginning the approach. There was no mention of icing.

7) What effect, if any, did the surface winds have on his approach to Andrews?

ANSWER:

The winds favored runway 34, however, the only instrument approach to Andrews is the GPS 16. It had little or no effect.

Thom Henley