



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region - Denver, Colorado

Record of Communication

Person Communicating: Anup Murthy
CEO, Jetezy, INC
Lake Instructor Pilot
Subject: – CEN17FA287

During email exchanges with Mr. Murthy during the course of the investigation he stated the following:

“A water takeoff with 2 ft sea state is not advisable unless pilot was experienced and even then we have a thumb rule for take offs. For new pilots, if porpoising occurs during takeoff run and you feel one 'thump' when fuselage makes contact with water, the throttle must be retarded immediately and Aircraft settles in displacement. For experienced pilots, if you feel 2-3 thumps while porpoising calls for immediate retarding of throttle. A takeoff downwind is never a good idea on the water, particularly in [the sea state present during the accident takeoff]. A take off without flaps, downwind, in [the sea state present during the accident takeoff], is a disaster in the making.”

“in Lake amphibians, the elevator trim system is a hydraulic system. The valves are opened and closed mechanically driving the hydraulic actuator located inside the outboard section of the elevator. When you operate the trim tab actuator lever in the cockpit, there is a slight lag between the trim tab actually moving by hydraulic activation and the cable linked indicator which also moves correspondingly to indicate trim tab position. Trim tab on tail moves first, followed by indicator moving in cockpit to show position. The lag is very slight and does not contribute to any issue. We only have visual estimate of where the trim position must be, we indicate to trainees during flight training, where the trim tab position should be with respect to pax and fuel load. This is set while on ground/water before takeoff.”

Dan Baker
National Transportation Safety Board
Air Safety Investigator