



MEMORANDUM OF CONVERSATION

Accident Number: CEN19LA054

Location: Uvalde, Texas, CL 600 Accident on 1/12/2019

Date: January 15, 2020

Subject: Telephone conversation with Ms. Maggie Wintermute, EGPWS Systems Engineer for Honeywell Aerospace, Redmond, Washington, regarding data downloaded from an Enhanced Ground Proximity Warning System unit from a Canadair Ltd. CL 600, N813WT, that crashed during landing at the Ox Ranch Airport near Uvalde, Texas on January 12, 2019.

Ms. Wintermute had me reference the file titled CEN19LA054, EGPWS 486 Boot Code Version: B101.2, dated 1/21/98. On Page 7 under Warning History, find Flight Leg 1. This is the accident flight. The time in the right column is the total time on the unit in hours. To the right of that is minutes, and to the right of the minutes are seconds.

The takeoff time was at 5644:14:15. The landing time was established at 5645:01:04, 46 minutes and 49 seconds after takeoff. At that time the airplane would be at 50 feet agl over the runway threshold.

The unit is capable of providing a windshear alert, but it has to be configured to do so. Ms. Wintermute said she could go back to the data they have to see if the unit was configured to provide that alert. She did say from the data that there was no windshear alert given, so either the unit wasn't configured or there was no windshear.

Ms. Wintermuth said she will look for that and will send me the Warn TSP file that contains groundspeed, rates of descent and other aircraft parameters I might find useful.

Taken by,

[REDACTED]

Dr. David Bowling
Regional Chief, Senior Air Safety Investigator
National Transportation Safety Board
Central Region, Aviation