

Williams Shaun

From: [REDACTED]
Sent: Wednesday, July 17, 2019 8:17 AM
To: Williams Shaun
Subject: Accident letter follow-up

Shaun,

In regards to the additional questions you have, here are my comments.

1,2. Please describe in as much detail as possible the configuration of the airplane prior to landing. Please include flap positions and air-speeds.

a) Upon reaching midfield downwind , at traffic pattern altitude (1716 MSL), the landing gear was extended and three green lights were observed, indicating landing gear was down and locked.

The airplane was set up for landing configuration. Power was reduced to 15 inches manifold pressure, propellers were put to full forward, mixture was set to full rich, and 10 degrees of flaps were added.

Abeam the landing point a normal descent was initiated. Abeam the final approach point a right turn was executed and flaps were set to 25 degrees, and confirmation of red, blue, green (mixture rich, props full forward, 3 landing gear indicator lights illuminated).

After alignment with the center line of runway 23R decent for landing was executed and final red, blue, green check executed. Upon assurance of safe landing 40 degrees of flaps were added and approach speed (105 MPH) maintained.

3. Did you notice the position of the landing gear handle prior to and during power-up for takeoff preceding the gear retraction?

a) The position of the gear handle is not visible from the right seat while the pilots hand is on the throttle quadrant. Focus was placed outside the aircraft once rotation speed (85 MPH) was achieved.

4. When the gear retracted, do you recall hearing the hydraulic pump start to run?

a) With the noise of the engines and the use of an ANR headset it is not possible to hear the pump running.

5. you mention that you "assisted the pilot" by retarding the throttles and pushing the nose down. Did you take control of the aircraft?

a) There was never positive exchange of flight controls. Roderick remained PIC. I simply reacted to the situation out of self preservation. Failure to react would have resulted in the airplane inverting before reaching the ground (VMC)

If you have any other questions please let me know.

Thank you,

Kevin Winship