



RECORD OF CONVERSATION

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National Transportation Safety Board

Date: 08/09/2021
Person Contacted: Henry Soderlund (Chief Air Safety Investigator –
Textron Aviation)
NTSB Case Number: CEN20LA352

Narrative:

The following is a synopsis of the information provided by Henry Soderlund to the NTSB investigator-in-charge, via an email message.

- With some work I was able to get a pilot some time in a King Air 260 simulator while he was in Tampa for some recurrent training in another King Air model.
- Please note – The pilot in question is not an engineering flight test pilot and this was done merely to see what would happen, not as a formal flight test.
- He dialed in the aileron and rudder trims we found during the aircraft exam.
- The elevator was set for a normal takeoff. I asked him to do two takeoffs, one with flaps down and one with flaps up.
- The pilot reported the takeoff was normal until rotation at which point, he noticed a slight tendency to roll to the right. He had to input a slight left bank to counteract it, but nothing substantial.
- This was the same with both flaps up and flaps down. He had no issue following the checklist and getting the gear retracted.
- Once the aircraft reached 200 knots, he reported the offset trims required more effort to overcome.
**** Nothing Follows ****