

John Brannen
NTSB IIC
AS-CEN

Date: 11/26/2022
Subject: CEN23FA045
Contact: Timothy Borrup - Pilot of N15VJ

Spoke with Mr. Borrup regarding the accident involving N15VJ. Mr. Borrup was informed that he could have a representative of his choosing present during the interview if so desired. Mr. Borrup declined such representation and agreed to talk about the accident.

Present during the interview were the following people:

John Brannen - NTSB IIC
Mel Crane - FAA Indianapolis FSDO (FAA Party Coordinator)
Chris House - Cirrus Air Safety
Chris Glaeser - Cirrus Air Safety
Brad Miller - Cirrus Air Safety (Cirrus Party Coordinator)
Richard Kane - Verijet (Verijet Party Corrdinator)

Summary of the interview:

Mr. Borrup relayed the following information regarding the accident flight.

- Preflight checks of the airplane were normal
- Start up and software checks of avionics systems were normal
- Engine start, taxi and all pretakeoff checks were normal.
- He taxied to runway 25 and had a clearance window from 0754 to 0758
- Takeoff was normal with flaps set to 50% and the power lever at the takeoff detent.
- Rotated at 80 knots

- Selected gear up
- At 115 knots retracted flaps
- About 800 feet agl engaged autopilot and autothrottle
- Everything was normal for about 30 seconds following AP and AT engagement, then received both visual and audible gear warnings.
- The airplane then made an uncommanded pitch up.
- He attempted to disconnect the AP using the red button on the sidestick which was unsuccessful. He first tried pressing and releasing the red button and when that was not successful he held the red button down, but the autopilot did not disconnect.
- During this time he was manually attempting to override the pitch up and felt resistance in the sidestick that he attributed to overcoming the force of the AP pitch servo.
- Also during this time the autothrottle system retarded the throttle to flight idle and he attempted to disengage AT using the button on the center console, which was unsuccessful. He said he attempted this about 3 times.
- He attempted to manually move the throttle lever forward but the engine did not respond and when the lever was released, it returned to the flight idle position.
- While the above was happening the airplane was losing airspeed
- He then heard the stall warning and the left wing dropped.
- At this time he reached up and pulled the CAPS handle.
- He estimated that the time from when the gear warning initiated to the pull of the CAPS handle felt like about 10 seconds
- He said that the airplane descended under parachute and impacted the water in a near level attitude
- He was able to deploy the chute using one hand and did not sense excessive force required to deploy.
- Initially after CAPS deployment the aircraft was nose high and there was no great deceleration.
- The left wing was slightly low when CAPS was deployed.
- He said that he believed the engine was still running.
- Once in the water he performed shut down of the engine.
- When asked about the pitch up he said that when pushing to attempt to pitch down, if pressure was released on the stick the nose would pitch back up.
- He reiterated that he attempted to disengage AT about 3 times.

- When asked if the displays ever went into reversionary mode, he did remember that they did after CAPS deployment but were normal until then.
- He noted that the stand by flight display came up After CAPS deploy and the main displays going into reversionary mode.
- When asked about N1 on takeoff, he did not remember what N1 was reading at takeoff.
- When asked about his fuel load on takeoff he said it was about 210-220 gallons.
- Richard Kane commented that the airplane was equipped with Airsync and the Airsync data showed the airplane had 208 gallons at the time of the accident.

This concluded the interview with Mr. Borrup.