

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 12:25 PM	DATE 11/30/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Caleb Davis - PIC - [REDACTED]		ROUTING	
		SYMBOL	INITIALS
PIC NTSB & FAA Interview			
SUBJECT ASW1123006 - N988MC Accident			
DIGEST			
He stated ATC cleared them for the approach and CTAF with the Runway Lights visible in the distance. So he elected to cancel IFR and continued inbound with VFR position reports as the field is not towered. Upon touchdown the aircraft started to hydroplane in a fishtailing manner. The crew did not understand what the issues was beyond that the brakes were not working. He stated that he manually moved the spoiler lever to EXT just in case they didn't deploy. He stated he never looked at the CAS or the lever to confirm if the spoilers had auto deployed. He also stated that he did not recall the position of the flaps. The aircraft touchdown was fast and he immediately felt the hydroplaning. He initially pressed on the brakes to find that nothing was happening so he let off from them. He pressed on the brakes a second time and again didn't feel them grabbing like normal so he again let off. On the third press of the brakes he "stood on them" but didn't feel any grabbing or activation of the antiskid. During the landing rollout he did not deploy or consider deploying the thrust reversers. He recalled that after coming to a stop he noticed that the scoreboard was still dark. (cont.)			
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CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE Andrew Scott Finne Digitally signed by Andrew Scott Finne Date: 2022.12.07 10:44:20 -06'00'	

DIGEST (CONT)

During the approach and landing he was the Pilot Flying (PF) and the SIC was the Pilot Monitoring (PM). He called for flaps as PF and the PM would set the flaps. He would also call from the various checklists and the PM would perform the requested checklist. However, he doesn't recall the PM completing any checklists during the approach or landing. The cockpit remained dark and he assumed the PM had completed them.

The last weight he noticed on the FMS was for a 19,000lbs landing but wasn't sure of the exact weight as he looked prior to the approach. He also does not recall noticing if the PM inputted and posted the landing vAPP and vREF airspeeds.

The weather was reported as 1000 Overcast and winds calm with MVFR conditions. He also said the runway was wet from recent rain.

The flight was planned via fltplan.com.

The flight was a 91 sales demo flight for a gentleman named Mitchell.

His last training event was for the 135 on 9/27/22 and he stated a 10-11 duty day with 3 hours of flight time. He received 8 hours of sleep the night before waking up at 6am local time at home. No life stressed beyond the daily normal. He also stated that he did not consume any of the alcohol from the bottles found on the floor of the aircraft.

Mr. Davis was asked if this NTSB interview could be used as his FAA interview with no changes. Mr. Davis confirmed that it could be used with no changes.