

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 10:35 AM	DATE 12/05/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Brady McAlister - SIC - [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT ASW1123006 - N988MC Accident			
DIGEST Cleared for the approach for the RNAV 8 into Batesville and had a pretty steep turn onto the final approach course. They looked up at the FAF and saw the runway. However, the weather said OVC1000 which was confusing due to the AWOS being listed as "Ceiling Unreliable". They called Memphis at the FAF and canceled IFR due to being able to see the weather even with OVC1000. Visual to the runway had low hanging clouds and lost the back end of the runway but could see the front of the runway. The odd angle with some visual allusions due to the cloud deck. They came in a bit fast and high and he made a call that the PIC was high and fast. They touched down, not 100% sure but, a little bit before midfield. The PIC got on the brakes but he knew the aircraft and said that it can stop pretty well. However, this time it didn't respond and they went off the end of the runway. He had the checklist on his lap but not verbalizing the checklist. He also knew they were heavy and either put in speeds for 19,000lbs or 19,500lbs. He could have also added a few knots to compensate for being heavy. He also does not recall thrust reverser being used by the PIC. (cont.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE Andrew Scott Finne Digitally signed by Andrew Scott Finne Date: 2022.12.07 10:44:05 -06'00'	

DIGEST (CONT)

Once they got on the ground the PIC slowly got on the brakes but once noticing they were not working the PIC started pumping the brakes. They didn't have to time consider the use of the emergency brake. He doesn't recall what Flap setting they used but should be 40 degrees.

The crew started at 8am and got to Waterloo, IA at 10:30am. They stayed there all day in rest and left around 7pm. He recalls around a 11 to 12 hour duty day. He got roughly eight hours of sleep and a two hour nap at Waterloo, IA and felt rested. Doesn't believe either of them were fatigued and reported no abnormal life stresses.

On a typical approach, the crew briefs the approach with their iPad. Typically have the aircraft fully configured by the FAF. Flaps 8 at 250kts, Flaps 20 200kts and full DN Flaps at 150kts. Typically aiming point is the numbers or the thousand footers with landing right on them or a bit past. They use standardized callouts per their training program. He believed that either pilot can call for a go around. He considers an unstablized approach as losing visual of the field or any time you feel that it would be unsafe to continue the approach. He believes that there are additional requirements like if you go 2 dots above or below the glides or completely lose the localizer.

Previous leg into Waterloo, IA was pretty normal. Weather was socked in with Low IFR and an ILS into Runway 12. They had odd indications with the ILS and went around with the published missed. The second approach was normal with an at minimums approach.

He stated that his Lear 45 SIC training started with an online indoc for the company in June and a second one in October for certificate reasons of the company. Caleb is the training captain for the company. Caleb teaches on both the aircraft and on the ground. Took an oral exam over the aircraft with Caleb. He completed the flight portion of the training on empty legs on 91 flights. It was good training and felt like he could operate the jet with no issues. Britt Waters signed off the endorsement with flights between the both of them.

Didn't consume any alcohol from the bottles found on the floor during the accident investigation.

The flight was a 91 flight with gentlemen in the back wanting to purchase the aircraft.