

Jason Aguilera

From: Paul Kinzelman [REDACTED]
Sent: Monday, January 8, 2024 11:44 AM
To: Huffman, Benjamin J (FAA)
Cc: Jelineo, Jake R (FAA)
Subject: Re: Recent Flight Experience
Attachments: mx-files.zip

Sorry it took a few days to get the maintenance information you requested together.

=====

I see your pilot certificate is [REDACTED]; same as your Flight Instructor Certificate.

Yes

I want to keep the investigation going with some more questions. Try to answer them all the best you can, but if you aren't able to, answer N/A OK

Was this flight conducted under an operating certificate? If so, what is the identifier?

MFUA514K

What are the total airframe hours?

14813

What FAR Part was the flight conducted under?

Part-135

How many people were in the airplane during the accident?

5 souls on board

What was your weather/NOTAM briefing source?

fltplan.com and Foreflight

In the past two years, have you..

Attended a Safety Seminar or Clinic?

No

Participate in the WINGS program?

No

Air Carrier Initial Training?

2/2008 in LJ-35 at Flight Safety in Tucson

Air Carrier Recurrent Training?

Usually annual training at Flight Safety, most recent is

12/8/2023 Flight Safety in Tucson .293 .297

Air Carrier Requalification Training?

12/8/2023 Flight Safety in Tucson .293 .297

Transition training?

No

Simulator training?

Flight Safety in Tucson

Commercial or third party training?

Flight Safety in Tucson

Any other training?

No

When was your last regulatory Checkride?

12/8/2023 Flight Safety in Tucson .293 .297

12/23/2023 .299 with company check airman

What are your hours...

In make and model?

2200 hours LJ-35

In the last 90 days?

69 hours

In the last year?

320 hours

Total hours?

11000 hours

Please reply with the following:

Pictures/scans of your most recent periodical maintenance activities on the aircraft; See attached zip file Annual inspection mx-abc-ad.jpg Transponder inspection (if applicable)mx-pitstat.jpg Pitot/static test (if applicable) mx-pitstat.jpg Airworthiness Directive compliance mx-abc-ad.jpg Any STCs you may have. AFAIK no STCs other than ADSB (same as 337 form next line) Most recent 337 Form (if applicable) mx-337-p1.jpg mx-337-p2.jpg mx-337-p3.jpg mx-337-p4.jpg Registration mx-reg.jpg Airworthiness certificate mx-airwort.jpg

Finally, can you please provide me with a signed statement of what happened on Tuesday Jan 2, 2024? Typed is preferred. Be sure to include the names of everyone you know was involved. I will also need to know the nature of the intended flight, be it for pleasure, instructional, etc.

On a part-135 flight from KABQ to KHYI, upon landing, I ran off the end of runway 13 at KHYI. No injuries.

I touched down within the touchdown zone, stepped on the brakes, and deployed the spoilers, but the plane did not seem to be responding to the brakes and was not slowing down. The deceleration rate was not enough to stop by the end of the runway, and I was going too slowly to do a safe go-around. I decided I would be safer going off the end of the runway slowly than fast with the engines at full throttle if the go-around was not successful.

Business - patient transport

Souls on board:

Paul Kinzelman PIC

Tanner Quinton SIC

[REDACTED] (bench seat in the back)

[REDACTED] (seat just behind the door)

[REDACTED] (seat between [REDACTED] and [REDACTED])

Jason Aguilera

From: Tanner Quinton [REDACTED]
Sent: Monday, January 8, 2024 6:45 PM
To: Huffman, Benjamin J (FAA)
Cc: Jelineo, Jake R (FAA)
Subject: Re: Recent Flight Experience

- N/A.
- N/A.
- Part 135 operations.
- 5 total people on board (2 pilots, 3 passengers).
- KHYI ATIS 120.825.

- No.
- No.
- No.
- Recurrent training at Flight Safety Tucson, AZ in September.
- No.
- No.
- Simulator training at Flight Safety Tucson, AZ.
- No.
- Company training with check airmen.

- Recurrent checkride at Flight Safety Tucson, AZ (September 15, 2023).

- 165TT in type.
- 101TT in the last 90 days.
- 272TT in the last 12 months.
- 789TT.

- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.
- N/A.

(I believe that Paul Kinzelman has replied with everything above listed).

Tanner Quinton's Statement of Incident on 01/02/2024:

IFR reported when we departed ABQ, the captain (Paul Kinzelman) made the decision that it was possible to get in. Coming into the airport vicinity, the RNAV was available and being used (which seemed weird with how bad conditions were). Coming into land, Paul was all moving across the localizer and stress was clearly high. We were cleared to land by tower. I made a 300' call out and shortly after I saw the runway

and PAPI light indicators. I called out the airport/papis in sight at 12 o'clock, landing assured. My captain didn't say anything so I asked him if he saw the runway, he said no and I told him to look down. He then saw the runway after looking down and immediately chopped the power and descended to land with an abrupt nose down attitude. After touching down on a rain soaked runway, Paul applied brakes and said "Oh shit" (I am assuming after he realized we wouldn't be able to stop in time). I then also applied brakes to help but we hydroplaned and ran off the end. From my perspective, Paul landed the plane long to begin with and faster than anticipated due to the sudden nose down attitude. A go-around should've been initiated but I'm not sure it could've been possible after our sudden attitude change. Paul continued to land and when we touched down, immediate hydroplaning was noticed until we overran the remaining runway. Weather reported 1300 OVC w/ 10SM, wind 030 @ 8. ILS 13 would've given us plenty of room to break out of clouds- wind no factor. From my perspective, clouds were closer to OVC at 200-300' w/ less than 10SM of visibility.

Also from my end, I should've prompted a go around once I realized the captain didn't have the runway in sight. A missed approach and a second approach would've most likely gotten us in. On the other end, I feel like I did everything possible to set my captain up for a safe landing. Altitude reporting and runway environment/directions were given once the airport was in sight. Not much more I could do after that to make sure we landed safely without completely taking over controls from Paul (which I believe would've been the wrong decision and possibly resulted in fatality with how low we were). From my perspective Paul completely froze after hearing I had obtained the runway in sight when he did not, we lost precious seconds over that confusion and when he finally saw the environment it was too late. I do take responsibility for not being more assertive as an SIC and for the results of the flight. I also firmly believe that I was flying with an incompetent PIC who shouldn't have been operating the controls that day.

This statement has been electronically signed by Tanner Quinton on 01/08/2024

On Wed, Jan 3, 2024 at 1:48 PM Huffman, Benjamin J (FAA) [REDACTED] wrote:

Good afternoon Mr. Quinton

Thank you for speaking with Inspector Jelineo and I and all your help so far.

I see your pilot certificate is [REDACTED];

I want to keep the investigation going with some more questions. Try to answer them all the best you can, but if you aren't able to, answer N/A

Was this flight conducted under an operating certificate? If so, what is the identifier?

What are the total airframe hours?

What FAR Part was the flight conducted under?

How many people were in the airplane during the accident?

What was your weather/NOTAM briefing source?

In the past two years, have you..

Attended a Safety Seminar or Clinic?

Participate in the WINGS program?

Air Carrier Initial Training?

Air Carrier Recurrent Training?

Air Carrier Requalification Training?

Transition training?

Simulator training?

Commercial or third party training?

Any other training?

When was your last regulatory Checkride?

What are your hours...

In make and model?

In the last 90 days?

In the last year?

Total hours?

Please reply with the following:

Pictures/scans of your most recent periodical maintenance activities on the aircraft;

Annual inspection

Transponder inspection (if applicable)

Pitot/static test (if applicable)

Airworthiness Directive compliance

Any STCs you may have.

Most recent 337 Form (if applicable)

Registration

Airworthiness certificate

Finally, can you please provide me with a signed statement of what happened on Sunday October 23rd? Typed is preferred. Be sure to include the names of everyone you know was involved. I will also need to know the nature of the intended flight, be it for pleasure, instructional, etc.

You can of course call me if you have any other questions,

Benjamin Huffman

Aviation Safety Inspector, General Aviation Operations

San Antonio Flight Standards District Office

