



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: November 14, 2014
Person Contacted: Robert Rubey
NTSB Accident Number: ERA14LA149

Narrative:

Mr. Rubey was contacted by phone on March 14, 2014, at 1436 EST, and left a voice mail message at [REDACTED]. He returned the call the same day at 1609 EST.

He stated that he is 1 of 3 owners of the airplane, which is owned by a LLC which is made up of 3 other LLC's. They have owned the airplane for more than 1 year, and operates it under Part 91. He provided an e-mail address of [REDACTED]. His pilot certificate number is [REDACTED] and his date of birth is [REDACTED].

The intended flight was to fly to Mobile Downtown (BFM), and there were 5 on-board. He stated that the preflight inspection was OK, which included a check of both main landing gear but did not include a close inspection. He checked the nose landing gear more closely which looked OK. They boarded the airplane and after a normal start up, taxied to runway 16 where he did the normal before takeoff checks. With little or no wind, he began the takeoff roll with takeoff flaps extended, and called out airspeed at 20 knots. The gauges were in the green, and at 60 knots airspeed callout, he reported everything was looking good and on runway centerline. He noticed the airplane suddenly pull to the left, and he, "felt excessive vibration" on the left side. He then felt a very strong pull to the left, and he applied full right rudder for 2 seconds with no effect. Unable to regain control he reduced power, put the propeller into BETA, and pulled the yoke while applying full brakes with right rudder. The airplane began to slow down, but the left main landing gear went off the runway, though he was not sure if the right main landing gear went off the runway. When off the runway, he was not sure if he had any control of the airplane. The airplane came back onto the runway, and stopped at the end facing 30 to 45 degrees right of centerline. They deplaned, and there were no injuries.

He reported that both main landing gear tires were flat, and the left brake line was disconnected. He stated that there has not been any work done, but reported the annual inspection was completed about 2 months ago, and during that time thinks the tires were changed.

The digest was reviewed with him during the phone conversation and he agreed with the content.



RECORD OF CONVERSATION

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Date: September 23, 2014
Person Contacted: Greg Muse
NTSB Accident Number: ERA14LA149

Narrative:

FAA Inspector Greg Muse contacted NTSB on April 29, 2014, at 1120 EDT. The phone number was not recorded.

He and 2 other FAA inspectors were present for testing of N3061J, and reported that the steering gap and rake angle checks were good. He reported that an A&P noted 2 documents of engine overspeed on the recorded data, and that both main landing gear tires were shredded.

The digest was reviewed with him during the phone conversation and he agreed with the content.



RECORD OF CONVERSATION

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Date: September 23, 2014
Person Contacted: Greg Muse
NTSB Accident Number: ERA14LA149

Narrative:

FAA Inspector Greg Muse was contacted by NTSB on September 22, 2014, at 1548 EDT. He was called at [REDACTED]

He stated that the airplane had already been moved before FAA was on-scene, but reported he and FAA inspector Clay Perkins did see the original main landing gear tires. He reported the left main landing gear tire was separated from the rim as if the rim had hit a curb, and the right main landing gear tire was shredded as if the brakes were applied. He reported the brakes were “vaporized” as if they were applied during the takeoff roll. He reported the airplane rolled greater than 3,000 feet, and skid marks were present during some of the distance.

He reported that sometime later the technicians from Sun Aviation were going to try to download the data from the Avidyne units.

The digest was reviewed with him during the phone conversation and he agreed with the content.



RECORD OF CONVERSATION

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Date: November 13, 2014
Person Contacted: Ron Maynard
NTSB Accident Number: ERA14LA149

Narrative:

Mr. Maynard was contacted by phone on September 29, 2014 at 1427 EDT. He was called at [REDACTED]

He indicated that he did inspect airplane, and after checking his pictures they indicate they were modified on March 4, 2014. When he arrived the left brake had already been disassembled. He indicated that he took good photos of the runway, and the brakes indicated evidence of excessive use. The nose landing gear strut extension was low, the nose landing gear wheel was damaged and was cocked to the left. He recalled checking the nose landing gear tire pressure and noted it was 55 psi (specification is 70 psi). The airplane was not equipped with an anti-skid system, and the parking brake which is manually actuated traps pressure in the brake system. The left wing was displaced. He took pictures of the cockpit which indicated the rudder trim was in an unknown position, and the elevator trim was in the takeoff range.

The marks on the runway indicate the airplane was skidding sideways, which put a load on the main landing gear.

The digest was reviewed with him during the phone conversation and he agreed with the content.



RECORD OF CONVERSATION

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Sr. Air Safety Investigator
Eastern Region

Date: November 18, 2014
Person Contacted: Steven Smith
NTSB Accident Number: ERA14LA149

Narrative:

Mr. Steven B. Smith, of Stafford Aviation was contacted by phone on November 14, 2014, at 0924 EST. He was called at [REDACTED]

He stated that he is a private pilot with airplane single engine land rating, and is working on his instrument rating. His total flight time is approximately 220 hours, and he is also an airframe and powerplant mechanic. His pilot certificate number is [REDACTED]. He provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED].

He stated that on the date of the accident, he was outside at KEET Airport, and when looking at Google Earth was at 33 degrees 10 minutes 36.18 seconds North latitude and 086 degrees 46 minutes 52.29 seconds West longitude. He was cooking on a grill with about 20 other people consisting of pilot's around him. He indicated he did not speak with the pilot before takeoff, nor did he witness any preflight inspection of the airplane, and indicated KEET is a pretty busy airport. He indicated the airplane was departing from runway 16, and he heard takeoff power applied. Shortly afterwards he heard a change in the sound from the propeller that was sudden, and at that time the airplane was not in sight. The airplane then came from behind hangars into his view, and he noted it was coming at an angle towards the grass and his direction. He indicated the airplane came to a stop in the grass off the west side of the runway, and it was after coming to rest that he heard what he described as power being applied. He noted the airplane did not move, and he then heard what he described as overtorque. The airplane moved and the main landing gear hit the runway edge hard. The airplane bounced and went right wing and tail down. He thought the propeller would contact the runway. The airplane came to rest onto the runway, and the pilot shut down the airplane. A FOD check was made of the runway from the resting point to the runway threshold and he noted a series of black marks at the start of the takeoff roll going to the left off the runway, followed by a dirt track in grass, then marks back onto the runway. He confirmed the airplane departed the runway twice, and reported the only time he

heard power reduced was when the airplane had departed the runway the 2nd time. Additionally, a trail of debris (nuts, bolts) was found along the path of the airplane.

He indicated that he did not hear a sound of a blown tire, but believed that may have occurred. Postaccident he went to the airplane and spoke with the pilot saying he was in shock; they did not discuss the accident. He inspected the left main landing gear tire and noted it was flat.

The airplane was towed off the runway by the nose landing gear, and parked on the next taxiway.

Later when discussing what had happened with the 20 or so people who were outside, the common theme was why didn't the pilot reduce power and abort the takeoff when the airplane went off the runway the 1st time.

The digest was e-mailed to him for review on November 14, 2014, at 1102 EST. He replied on November 17, 2014, at 1339 EST, with, "...As far as the textual data goes, it looks good and lines up with what the other people saw. Steve"



RECORD OF CONVERSATION

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Eastern Region

Date: November 14, 2014
Person Contacted: Barry Franks
NTSB Accident Number: ERA14LA149

Narrative:

Mr. Barry Franks was contacted by phone on November 14, 2014, at 1156 EST. He was called at [REDACTED]

He stated that he is an airline transport rated pilot, and has over 5,000 hours total time, of which approximately 2,000 are in Beech 90 and 200 King Air airplanes. He is employed by Shelby County as a line service technician, and was at the airport on the date and time of the accident. He provided an e-mail address of [REDACTED]. He indicated he was actually outside at the cookout with Steven Smith and other people, and was about 50 to 60 yards from taxiway A4.

He indicated that the takeoff occurred as it was just getting dark, and when he first saw and heard the airplane, it went off the east edge of the runway just south of taxiway A4. He noted the airplane continued at that point with takeoff power applied, and when either the nose or left main landing gear hit the edge runway edge, the nose dipped and he thought the propeller would contact the runway. The airplane travelled onto the runway and came to rest on the western edge of the runway facing approximately 120 to 130 degrees. A stain on the runway was attributed to the resting position of the left main landing gear tire.

He indicated he was one of the first person on-scene, and talked with the pilot briefly. He also relayed a comment from a female passenger who indicated she was glad the pilot did not get the airplane into the air. He was asked if he had any pictures of the airplane before it was moved from the runway and he indicated he did not because airplanes were holding, they were in a hurry to remove the airplane off the runway. Later, he inspected the runway and noted marks off the east edge of the runway north of the marks near taxiway A4.

He reported he never heard a reduction in power from the time he first saw it until the time the airplane was coming onto the runway when south of taxiway A4.

As a pilot, he wondered why the pilot did not abort the takeoff after going off the runway the first time. He was aware that the pilot said he went into BETA, but from his experience in over 2,000 hours in Beech King Air airplanes, he did not perceive the propeller going into BETA range.

He relayed the combined length of marks on the runway or grass measured about 2,000 feet, further supporting the fact that the pilot continued the takeoff even after the second runway excursion.

The digest was e-mailed to him for review on November 14, 2014, at 1432 EST. He replied the same day at 1549 EST with, "That is an accurate account of our conversation and what I witnessed."