



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

March 5, 2017

Subject: ERA17FA119 Duette FL
Name: Clayton Gullett – Student/Rancher

Mr. Gullett witnessed the accident from his home. He was interviewed at his home in the company of his parents, with their permission.

Mr. Gullett's attention was drawn to the airplane by its sound. He said the airplane sounded as if it was at "low" altitude, but the engine sound was smooth.

With a model of an airplane in his hand, Mr. Gullett demonstrated an airplane in straight and level flight, going "kind of slow" as the nose gradually pitched up. He then demonstrated the airplane falling off on one wing, and the airplane entering a spiraling descent. The engine sound was smooth and continuous throughout, and the engine sound increased throughout its descent until the airplane disappeared from his view and the sounds of impact were heard.

Mr. Gullett added that as the airplane disappeared behind the trees and out of view, he "heard him give it gas," and described an engine sound increasing to very high rpm.



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

March 5, 2017

Subject: ERA17FA119 Duette FL
Name: Brody Gullett – Student/Rancher

Mr. Gullett witnessed the accident from his home. He was interviewed at his home in the company of his parents, with their permission.

Mr. Gullett's attention was drawn to the airplane by its sound. He said the airplane sounded "like a regular airplane" and the engine sound was smooth.

With a model of an airplane in his hand, Mr. Gullett demonstrated an airplane in straight and level flight, going "kind of slow" as the nose gradually pitched up. He said he was "going along nice and easy, kind of low, and then he just started going up. I thought he was going up to miss the trees."

He then demonstrated the airplane falling off on one wing, and the airplane entering a spiraling descent. The engine sound was smooth and continuous throughout, and the engine sound increased throughout its descent until the airplane disappeared from his view and the sounds of impact were heard.

John Davis Interview –

Mr. Davis stated he had 4,200 hours, had owned 6 Dukes and some King Airs.

The pilot was staying with Mr. Davis. The pilot had planned to fly Thursday, return to Mr. Davis' house and then fly back Friday morning for more training. The pilot told Mr. Davis that the instructor had, "scared the living shit out of me." The pilot stated they were doing a power on stall at 3,000 feet when the instructor pulled the right engine throttle to idle. The aircraft flipped over and the aircraft was recovered at 1,800 feet. The instructor told the pilot he didn't expect the airplane to do that.

Hal Spencer interview

Mr. Spencer started flying with the accident pilot in 1999. He stated the pilot had owned two other Dukes, with the first purchased in 2007. An annual inspection was completed shortly before the accident. Mr. Spencer met the pilot at the airport on Thursday. The pilot was trying to decide when to leave, either Thursday or Friday for his training.

Friday night, at 1804, Mr. Spencer was contacted by the pilot after completing a flight with the instructor. The pilot stated the instructor had told him to do a number of things that he didn't agree with. On final approach the pilot stated he normally pushed the mixture and propeller full forward. The instructor told him not to do that. The instructor said pushing the propeller control forward made the aircraft louder and that pushing the mixture forward wasted gas. The pilot told Mr. Spencer he liked to have the aircraft set up for a go around. Mr. Spencer told the pilot to do it like the instructor said until he was done with training.

On Saturday morning, at 0744 AM, the pilot again contacted Mr. Spencer. The pilot stated they were doing stalls – power off/low power in 20° left bank. The pilot stated his normal stall recovery procedure was to push the nose down, level the wings, and apply power. The instructor told him to apply full power then to lower the nose and level the wings. The pilot stated that when he recovered from the stall using the instructor's technique the aircraft entered a spin. The aircraft spun 1.5 times before the aircraft was recovered. The pilot stated they were at 3,000 feet when they entered the spin but the pilot did not inform Mr. Spencer at what altitude they recovered. Mr. Spencer reported he would not recover from a stall that way. The pilot said that the instructor stated an aircraft was not in a spin until it had done 3 turns.

Mr. Spencer stated he had approximate 4,500 hours with about 17 hours in a Duke. He stated he was a CFII, MEI, and held an ATP.