

From: [REDACTED]
To: [REDACTED]
Subject: ERA20LA011
Date: Monday, January 4, 2021 3:39:44 PM
Attachments: [One Page Look.pdf](#)

Brian,

Looking at the engine data recovered along with the positional data, it looks like when the aircraft turned base to final it was left to the localizer.

The flight path remains left of the localizer during the final decent and based on the lateral g's would be in a crab or slip maneuver most likely right wing down.

Nothing else in the engine data shows any indication of an engine issue.

I've attached a slide to summarize the data.

Mike

Michael Bauer
National Transportation Safety Board (Office of Aviation Safety)
Aerospace Engineer (Aircraft Systems)

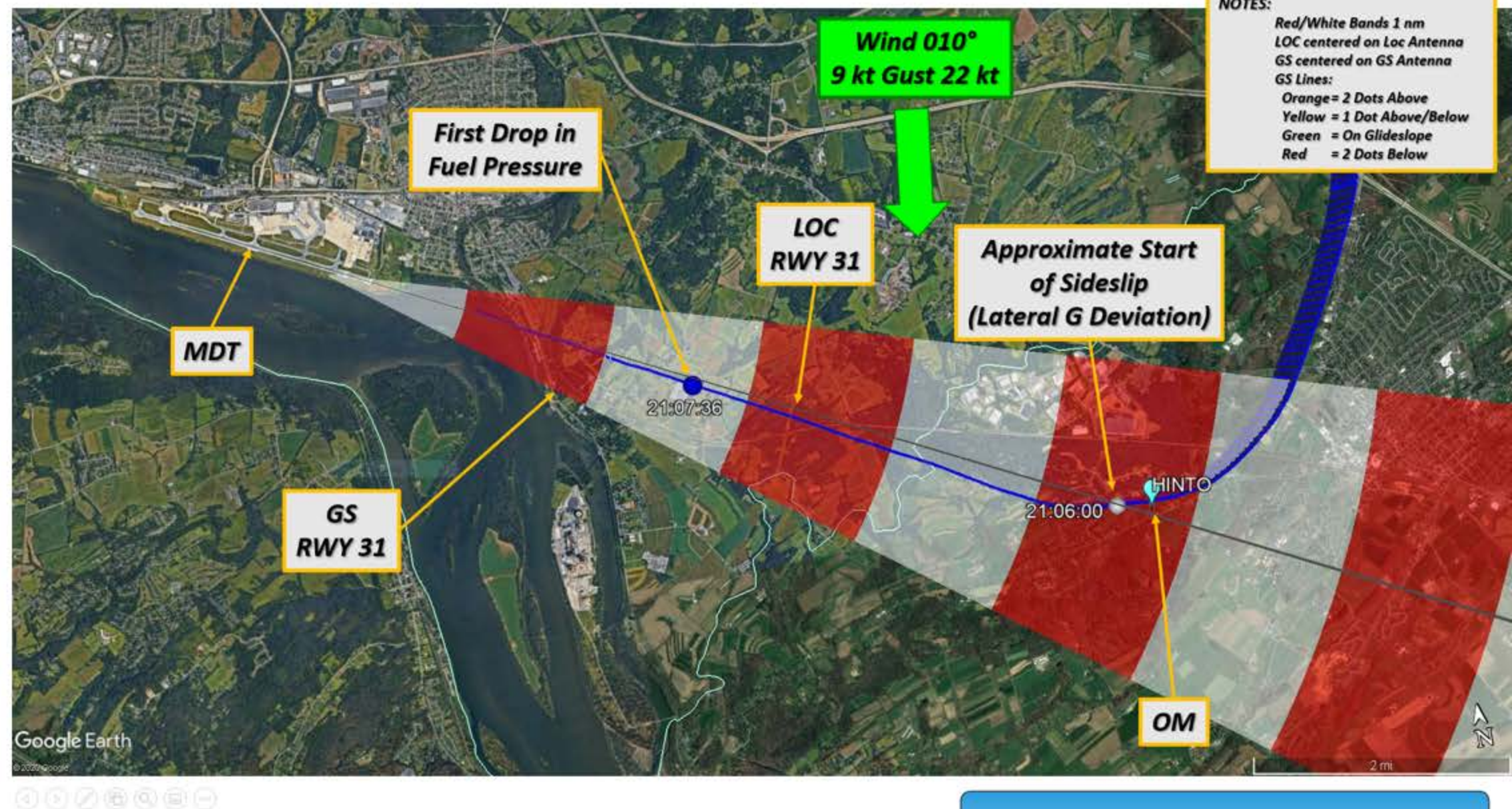
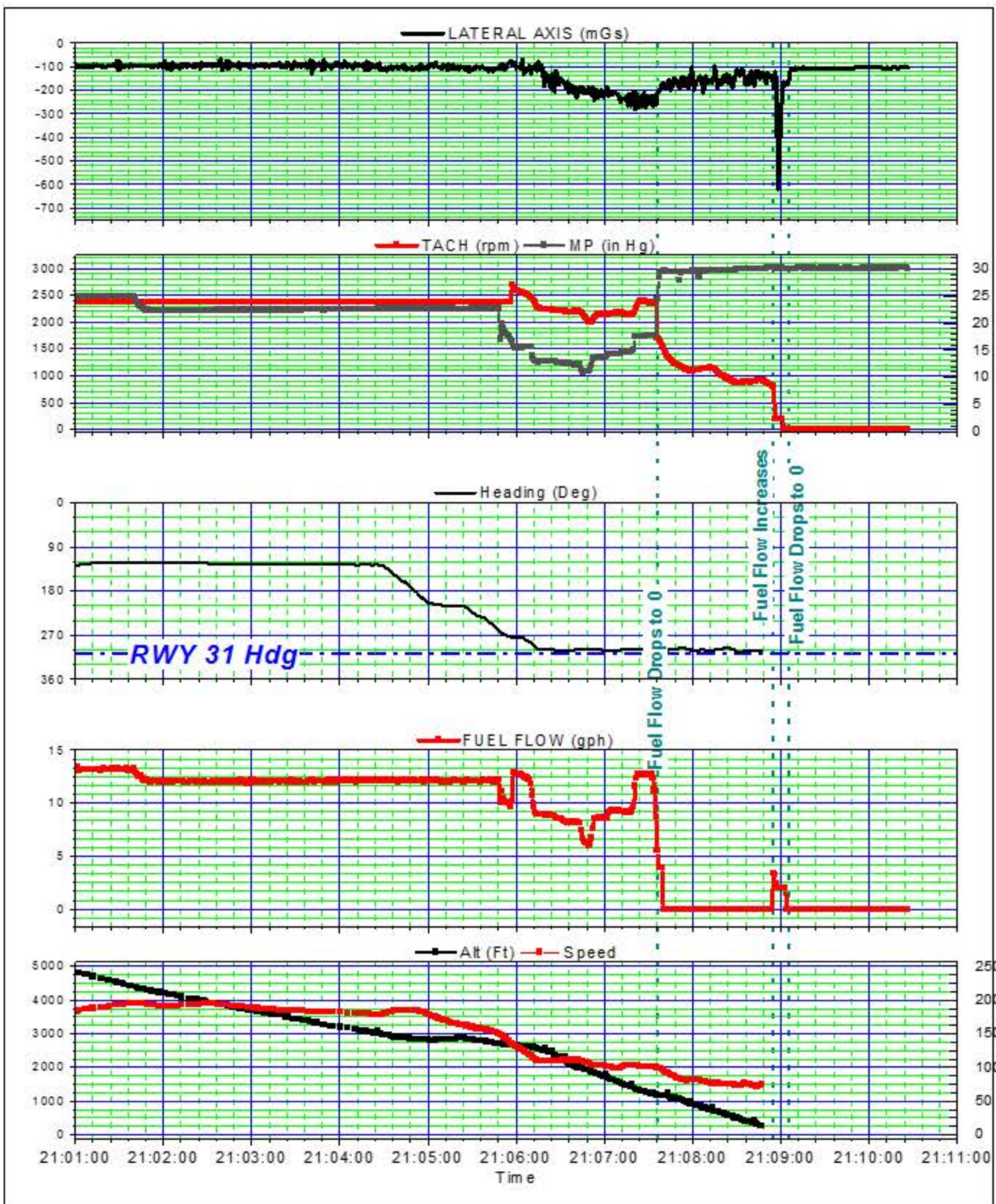
[REDACTED] Office
[REDACTED] Cell
[REDACTED] Fax - Direct



ERA20LA011
Engine-UTC-Last 10

Office Of Aviation Safety

Prepared by :
Date : 08/08/2020
Revision: NC
Page : 1



NOTES:
Red/White Bands 1 nm
LOC centered on Loc Antenna
GS centered on GS Antenna
GS Lines:
Orange = 2 Dots Above
Yellow = 1 Dot Above/Below
Green = On Glideslope
Red = 2 Dots Below

Observations:

- Lateral Axis g's increase during turn to final approach
- Wind consistent with right crosswind approach requiring crab or slip (RWD)
- ~0.1 – 0.12 g's in the maneuver

