



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Record of Conversation

Who: Craig Stewart, Training Pilot Cape Air

Date: May 6, 2021

Mr. Stewart was interviewed via the phone. He waived his right to have someone present for the interview.

Mr. Stewart stated that he was one of the original founders of Hyannis Air Service in 1987 (which later became Cape Air in 1988). He is currently a Training Captain in the Cessna 402, and has over 10,000 hours in the airplane.

Mr. Stewart said the purpose of the flight was to prepare the new hire/trainee, Joe Swope, for his ATP/Part 135 check ride. Mr. Stewart said he provided Mr. Swope with a list of the maneuvers they would practice during this flight and they also had a preflight briefing where they discussed the flight. Mr. Stewart said the airplane preflight and engine start were normal, and then they flew to the practice area to practice maneuvers (stalls, steep turns, stalls, etc.) before returning to HYA to practice approaches. The first approach was the LOC 24 approach with a circle to land on Runway 33. They made a low approach to Runway 33 and did a go-around. During the go-around, Mr. Stewart announced a simulated engine failure of the left engine. Mr. Swope then performed the memory items for a single-engine failure in flight and called them out as he did them:

- 1) Advance Throttles/Mixtures/Props
- 2) Gear up, Flaps Up
- 3) Check Fuel Flow
 - a. No fuel flow, Aux Pump to High

Mr. Stewart said that he normally confirms with the trainee that they did not actually move the Aux Boost Pump switch and left it on Low, as to not flood the engine. However, he said he could not remember if he did that during the accident flight or not.

When the airplane reached 1,000 ft, Mr. Swope turned on the autopilot and pulled the Quick Reference Handbook (QRH) and continued with the “engine securing” procedures. Air traffic control (ATC) then vectored them for the ILS Runway 24 approach. The simulated single-engine approach was normal and at 400 ft, Mr. Stewart called the runway in sight. Mr. Swope,

who was using a view limiting device, looked up and brought both throttles back together and fully extended the flaps in preparation to land.

When the airplane was at 50 ft, Mr. Stewart called for a go-around. Mr. Swope brought both throttles to full power and began to retract the flaps. Mr. Stewart then felt the airplane yaw left and noticed the airspeed was low, about 80 knots, well under the airplane's best single engine rate of climb speed of 95 knots. He said the minimum controllable airspeed for the airplane on one engine was 69 knots. Mr. Stewart then took control of the airplane and called for the gear to be extended. He told Mr. Swope that he was going to land on the grass. Mr. Stewart said the airplane impacted the ground, rolled for a little bit before the nose gear collapsed and the left main gear folded.

Mr. Stewart was not sure if pilots were taught during their ground school training about using the aux fuel boost pump in flight if the engine driven pump was still operating. He said that he did not teach the ground school and would only fill in if the regular ground school instructor was unavailable.

Mr. Stewart said that because of the accident, Cape Air had suspended (temporarily) doing go-arounds/rejected landings after a simulated engine out procedure, even though he had done them safely for over 32 years.

Leah D. Read, Sr. ASI