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Date: September 18, 2024

Subject: ERA24LA223, Record of Conversation/Interview

Contact: David Alan Latt

Mr. David Alan Latt was interviewed at the hangar at FL59 where the accident airplane, N762MC was located on September 17, 2024 at 1219 EDT. He provided a cell phone of [REDACTED] and an e-mail address of [REDACTED]. Also present during the interview were Ricardo Asensio, Senior Air Safety Investigator for Textron Aviation, Les Doud, Manager Air Safety Investigation for Hartzell Propeller, Inc., Milton C. Andia, Field Support Manager, Pratt & Whitney Canada, Michael Vigus, Chief Pilot for Lee County Mosquito Control District (LCMCD), and Nate Gansen, Aircraft Mechanic III, also of LCMCD¹.

At the beginning of the interview Mr. Latt was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview with representation from Michael Vigus, Chief Pilot of LCMCD.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He resides at [REDACTED] Cape Coral, Florida 33914-4645. His date of birth is [REDACTED]. He presented his pilot certificate which indicated that he holds an Airline Transport Pilot (ATP) certificate, certificate number [REDACTED] with airplane multi-engine land rating. At the ATP level he is type rated in the BE-200, BE-300, DC-3TP. He also holds a commercial pilot certificate with airplane single engine land rating, rotorcraft helicopter, and instrument helicopter ratings. At

¹ Nate Gansen, Aircraft Mechanic III was the designated NTSB Party Member to the NTSB investigation.

the commercial level he is type rated in the Boeing Vertol (BV) 234. He also holds a flight instructor certificate with airplane multi-engine land, rotorcraft helicopter, and instrument helicopter ratings, issued September 26, 2023, with an expiration of November 30, 2025.

He has been employed by Lee County Mosquito Control District (LCMCD) for a little over 9 years. His title is part time pilot. He has about 11,500 hours total time and 4,500 hours make and model. His last flight review was August 2024, which was done in a Beech 350 at Flight Safety in Wichita, Kansas.

At LCMCD, he flies the King Air, DC-3TP, and Airbus AS350B².

He was asked the following questions by NTSB –

That day explain how many flights he made, in what aircraft?
He made 1 flight in N762MC and showed at LCMCD's facility at 0700.

Explain in detail any preflight, and what occurred during the flight?

A preflight inspection was performed. It was Julio Ledezma's first flight in a King Air airplane. They departed at 0830 from runway 14 at Buckingham Field Airport (FL59), Lehigh Acres, Florida. They departed on the downwind leg to the north and performed airwork consisting in part of steep turns. They then proceeded to Punta Gorda Airport (PGD), Punta Gorda, Florida where the flight entered the traffic pattern at 1,500 ft mean sea level (msl), and was flying at 160 knots indicated airspeed (KIAS) on downwind, then turned onto base and final legs of the airport traffic pattern flying at 120 KIAS. He touched down at 100 knots and performed a full stop taxi back. He departed PGD, then flew in a westerly direction to the coast past Sanibel Island, flew through Southwest Florida International Airport's (RSW) Fort Myers, Florida airspace. The flight proceeded to FL59 where the flight entered on a left downwind leg of the airport traffic pattern for runway 32 flying at 160 knots. He turned base and final maintaining 120 knots and landed on runway 32.

Explain to us in detail the landing at FL59?

It was their last landing. The flaps were full. They touched down at 100 KIAS on runway centerline and the right engine went wide open. The airplane made a hard left turn. He added that each power lever was at idle or just aft of the idle stop when the hard left turn began.

How did you try to stop the hard left turn?

Right rudder and right brakes. He tried to secure the engines using the condition levers either when the flight was going off the runway or when it went into the dry pond.

How many landings were made at PGD?

Two.

² According to FAA Aircraft Registry Records, LCMCD owns 6 Airbus AS350B helicopters.

NTSB Questions Continued –

What type of landings were made at PGD?
Full-stop taxi back.

Did you use Ground Fine or Beta/Reverse on any of the landings at PGD?
He used Ground Fine or Beta for 1 of the landings and used Reverse for the other, but he was not sure which one was used for the 1st or 2nd landing.

Did you have any problems with Ground Fine or Beta and Reverse at PGD?
No.

At FL59 for the accident landing, what was the speed when the flight was at 50 ft?
110 KIAS.

At FL59 for the accident landing, what was the speed when the flight touched down?
100 KIAS.

Hartzell Questions –

What is the runway length at PGD compared to the length at FL59?
The length at PGD is about 2,000 ft more³.

Describe the landing at FL59?
The right seat pilot flying went just over the idle gate after touchdown, the right engine went wide open. He could feel acceleration and the airplane veering to the left.

At touchdown where was the left power lever?
At flight idle.

Textron Aviation Questions –

Describe how you set up for landing?
Each condition lever was in the high, each propeller was full forward, and at 50 ft above ground level the flight was at 110 KIAS being 100 KIAS at touchdown.

Pratt & Whitney Canada Questions –

Were you in the left seat for all of the 3 landings?
Yes.

³ Using on-board GPS data provided by the operator, the airplane landed runway 33. According to Airnav.com, runway 33 was an asphalt runway that was 6,286 ft long and 150 ft wide.

Textron Aviation Questions –

Was this Julio Ledezma 1st flight in a KingAir?

It was his 1st KingAir flight. He obtained his flight training from ATP Professional Pilot Program and graduated.

NTSB Questions Continued –

While landing at FL59, did you hear a change in sound that was typical for both propellers going below the flight idle stop?

It was different during the accident landing.

Was there an unusual sound from 1 or both?

I could not tell you.

How would you describe the sound?

It was more by feel. He never had a KingAir accelerate on landing. And that is what happened during the accident landing.

Hartzell Questions –

Describe the touchdown point and where the airplane went off the runway?

They touched down in the 1st quarter of the runway, then the airplane veered to the left.

NTSB Questions Continued –

Do you think the right propeller went into reverse?

I do not. I think the right engine accelerated.

How would you describe the touchdown?

Normal.

Hartzell Questions –

Would you describe the excursion to the left as a wild ride?

Yes.

Textron Aviation Questions –

Did you perform a normal shutdown procedure using the checklist for the accident landing?

No. He just moved the condition levers, and the electrical gang bar. During this stage of the conversation Nate Gansen, advised that after the accident he responded to the airplane and pulled the fuel shutoff valve and also shut off the emergency locator transmitter that had activated.

NTSB Questions Continued –

Is there an airspeed on the ground where the propeller is still being governed by the constant speed unit (CSU), or constant speed propeller governor and even though selected in the cockpit the propeller blade angle would be unable to go into Ground Fine or Beta and Reverse⁴?
Not that he is aware of.

Mr. Latt was asked by e-mail on September 19, 2024 to advise what the Vref speed at your landing weight and full flaps to be for the accident landing. Since Mr. Latt did not have access to the POH/AFM he deferred to the Chief Pilot who had the appropriate manuals. The Chief Pilot responded by e-mail on October 1, 2024 at 0948 EDT with, "From the chart on page 5-123 of the Raisbeck Engineering POH supplement [Attachment 1], the Vref speed at 10,500 pounds with full flaps is 88 KIAS."

The interview end time was not recorded.

⁴ Following the interview the Chief Pilot was asked the same question, and he too indicated that he was not aware of a specific airspeed on the ground where pilot selection of Ground Fine or Beta and Reverse would not result in propeller blade angle change. He did not remember reading anything in the POH or the Raisbeck flight manual supplement calling out maximum speed for beta/reverse usage and have not been told that above a certain speed a propeller won't go into beta/reverse in any of the initial or recurrent training that I have received at Flight Safety. The Chief Pilot was asked to perform Flight Testing in their other airplane (N763MC), equipped the same way to determine what airspeed the CSU or constant speed propeller governor is no longer governing the propeller at 2,000 rpm and also at 1,700 rpm. He advised he would comply. The Flight Test results will be provided to NTSB and the investigative team.

The digest was e-mailed to Mr. Latt, the Chief Pilot of LCMCD, and also to Nate Gansen of LCMCD for review on September 18, 2024. Mr. Gansen responded on September 18, 2024 at 1500 EDT with, "Tim, I have reviewed the last question on page 4 in regards to my post accident actions, and I agree with that statement." Mr. Latt replied on September 19, 2024 at 1120 EDT with, "The statement looks good to me. Dave Latt." Comments from the Chief Pilot were incorporated into the digest and sent to him for review on October 1, 2024. The Chief Pilot responded the same day at 1257 EDT with, "That looks good." The FINAL digest was e-mailed to the investigative team on October 1, 2024.

ATTACHMENT 1

BEECHCRAFT Super King Air 200 Series Equipped with:

- Quiet Turbofan Propellers
- Ram Air Recovery System
- Enhanced Performance Leading Edge
- Dual Aft Body Strakes
- Fully-Enclosed MLG Doors (when HFG-Equipped)

RAISBECK ENGINEERING

Document No. 85-115

Section V – Performance



LANDING APPROACH SPEEDS

