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EXECUTIVE DIRECTOR

October 2, 2024

Ralph E Hicks
Sr. Air Safety Investigator, NTSB
Marietta, Georgia
[REDACTED]

Dear Mr. Hicks,

Below are the answers to the questions that you emailed my supervisor on 9/24/24 for me to answer.

1. *What was the calculated Vref speed for the accident approach and landing and what configuration was the airplane in at touchdown?*

Vref speed 88kts. Landing gear down, power as required, props full forward, condition levers high.

2. *Explain the position of the propeller controls during the approach and landing. What RPM position were they set to on the accident approach and at touchdown?*

Propeller controls were full forward. They were set to high RPM on base leg.

3. *Where were the power levers for the approach and landing?*

Base to final the power levers were set to maintain 120kts approximately 700-800 lbs of torque. Once runway was made I pulled them back to approximately 200lbs of torque to bleed off the speed crossing the threshold at 110kts.

4. *What was the actual airspeed over the threshold and at touchdown?*

IAS was 110kts over the threshold. In the round out my eyes were outside to maintain centerline of the runway, reducing power levers to idle. I believe we touched down anywhere between 90-100kts.

5. *Were the power levers changed or moved after touchdown? If so, when or how soon after touchdown, who moved them, and where were they moved to?*

I was on the controls, after touchdown I lifted the power controls over the flight idle gate into beta and then into reverse.

6. *Was there any immediate sound change upon moving the power levers after touchdown? If not immediate, when did the sound change occur after movement of them past flight idle in terms of seconds, length along the runway, or just before, during or after the left deviation?*

I do not recall any immediate sound changes, it was my third landing in the aircraft and I wear noise cancelling headphones so to recognize something like that paired with the yaw moment we felt and the aircraft deviating from the runway everything happened so fast.

7. *Was there any difficulty or issue moving the power levers aft of the flight idle gate or further aft, if performed?*

No

8. *Please clarify/verify movement of the power levers during the landing, deviation, and when approaching the fish pond.*

Power levers were set as required to maintain 120kts on final, pulled back to approximately 200lbs of torque to cross threshold at 110kts, slowly pulling them back to flight idle in the round out to touchdown, they were lifted above flight idle gate into beta and aft to go into reverse, once the aircraft left the centerline it felt like it began to accelerate Dave and I worked simultaneously to try and keep the aircraft on the runway and to try to get the engines to cutoff as we approached the fish pond but I do not recall the position of the power levers after the aircraft departed the centerline and coming to a full stop.

9. *Who pulled the condition levers to cutoff and when did that occur?*

Dave Latt pulled the condition levers to cutoff at some point when he recognized we weren't going to be able to keep the aircraft on the runway.

Sincerely,



Julio Ledezma
Part-time Pilot
Lee County Mosquito Control District