



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: November 13, 2024
Subject: ERA24LA293, Record of Conversation/Interview
Contact: Randall P. Headrick

Mr. Randall P. Headrick was contacted by phone on July 8, 2024, at 1435 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED]. Also present on the call was Federal Aviation Administration inspector Stephen Harness.

At the beginning of the phone call he 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 without representation.

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 provided a home address of [REDACTED] Friendsville, Tennessee [REDACTED]. His date of birth is [REDACTED]. He holds an airline transport pilot certificate with airplane multi-engine land ratings, and is type rated in Cessna 525, G-IV, EA-500S, HS-125, and CE-525S. With respect to his total time and total time make and model he will report that on the NTSB Report. His last recurrent training was on September 18, 2023 at Executive Flight Training. He is a contract pilot and when flying is paid by the day.

He was asked the following questions –

Who pays for your training?
Ask Randy Baker. He flies for 3 or 4 different people.

NTSB Questions Continued –

What regulation was the flight conducted under?

Part 91 business. He was flying to Richmond International Airport (RIC), Richmond, Virginia to pick up another passenger then intended to fly to Bentonville Municipal Airport/Louise M Thaden Field (VBT), Bentonville, Arkansas.

Explain his use of flaps?

Yes, they were deployed as well as the top and bottom spoilers that were manually deployed.

Explain in detail the flight from McGhee Tyson Airport (TYS), Knoxville, Tennessee to RIC?

The airplane is based at TYS. He watched or monitored the weather a couple days earlier on ForeFlight App, looking at the METARS and TAF. He knew about the possibility of adverse weather at RIC. He departed and then while en route to RIC had to divert to the west for weather. He was executing the RNAV GPS Z runway 20 Approach (Appendix 1) and was VFR. He knew there were storms south of the field moving towards southeast, and turned onto the final leg with the runway in sight. The runway appeared dry and after touchdown during the roll out he encountered heavy rain and the airplane began hydroplaning toward the right side of the runway. He heard a “thump” and thought he impacted a runway light. He got the airplane back on runway centerline then while taxiing to the ramp informed the air traffic control tower what had occurred. He added that the landing was uneventful until the airplane began hydroplaning.

What was the calculated Vref speed?

104 kts.

What speed did you actually fly on the approach?

Beginning of the approach he was at 140 to 160 kts, then when the flight was at 300 ft he was at 114 kts and decelerating. He heard a report of + or – 15 kts windshear¹. They never encountered any windshear. They crossed the fence at Vref.

Where did the airplane actually touchdown?

Within the first 3rd of the runway. He was impressed they stopped at Echo.

What flaps were extended?

Landing flaps were extended at 1,000 ft then on the ground they deployed ground flaps.

Did the ground flaps deploy?

Yes.

¹ According to the Federal Aviation Administration Chronological Summary of Flight Communications, at 1749, the pilot was advised of a windshear alert for runway 20.

NTSB Questions Continued –

Does the airplane have anti-skid?
Yes.

Did you see any warnings for it?
No.

Did you have any warnings?
No, nothing, smooth. They were sliding to the right side of the runway.

Did you see any puddling of water on the runway?
I did not. "It is a pretty good runway."

Did you use the emergency brake?
No.

Did you have any conversation with the tower about the wind?
A Jet Blue aircraft landed and reported + or – 5 kts windshear. The tower controller gave them + or – 15 kts windshear. He thinks Southwest landed. "They never got windshear." It was uneventful except for hydroplaning.

FAA Questions –

What was the calculated Vref speed? What speed on approach was flown?
They started the approach at 145 kts and were gradually slowing. They slowed to Vref crossing the runway threshold.

What was the speed after the final approach fix?
I don't know.

With the Pro-Line avionics was the right seat pilot handling the radios/
No, he is not type rated. He was curious about the Citation and was a student from way back.

Speedbrakes?
On back of wing.

Do the speedbrakes auto deploy with ground flaps?
With ground flaps deploy or deploy manually.

After landing were you on the normal brakes before hydroplaning?
Yes. The ground flaps were deployed and he was "lightly on the brakes."

FAA Questions Continued –

Were there any NOTAMS before landing?
Not that I recall.

After shutdown did you talk with the airport manager?
I did. He also told the tower that he may have struck a runway light. He went inside the FBO and called the tower and told that person.

Did anyone from the airport come to him at the FBO?
A safety (lady) to see if they were ok.

Did you tell her what happened?
The tower told her.

Did you mention to her what happened?
No. She told him he hit 3 runway lights. He was surprised of that since he felt only 1 bump.

NTSB Questions Continued –

When you had the brakes on did you perceive of any issue with them?
No.

After getting out of the airplane did you survey the airplane?
Yes. After shutting down the aircraft I did see the damage and then I determined it was grounded.

Was there anything wrong with the airplane that caused the accident?
“No, it was a perfect aircraft. It was uneventful until starting to hydroplane. He tried to keep it on the runway.”

How did you keep it on the runway?
Correcting with rudder.

After shutting down was any secondary trim setting changed?
No, but he did put the flaps to approach. He didn't think there was anything wrong with the airplane.

Are the secondary trim settings now the same as they were at landing?
Yes, unless the Cessna technician moved them.

Where did you encounter the heavy rain?
Just about at touchdown, when the flight was at 5 ft above ground level.

NTSB Questions Continued –

How would you qualify the rain?
Intense. He did not see any lightning.

How long did the rain continue until?
Until about 0200.

What was the accident time?
They touched down at 1750. They departed TYS between 1630 and 1645.

Was the airplane equipped with AHRS?
Yes.

What is the airplane owner name?
Joe Hollingsworth. Randy Baker manages the pilot and maintenance.

Who was in the right front seat?
Jackson Bowen.

Where was the other passenger seated?
J.D. King was in the right side forward facing seat.

Where is the Flight Log?
The Cesscom book in the airplane.

Do you have any questions for NTSB?
He wished the tower had reported what they saw for weather from their perspective with respect to the rain. If he had known the rain was that heavy he would have done something else.

FAA Questions Continued –

Did the airplane have weather radar live and satellite and was it operating?
Yes.

Describe the cells?
He was watching the cells south moving to the east. One cell was moving west as he was vectored for the approach. He turned onto final and turned off the radar due to the ground clutter. He did not see lighting but did see rain down the runway. The 1st 1,000 ft of runway looked dry.

Was there weather to the south?
Yes, the weather was moving to the southeast. The storms (pre-frontal line was moving southeast but were never over the airport. On final he saw rain at the 1st 3rd, or 1,000 ft down the runway.

The call ended at 1524 EDT.

The digest was e-mailed to him for review on November 13, 2024. He replied the same day at 1754 EST with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him on November 13, 2024.

Appendix 1

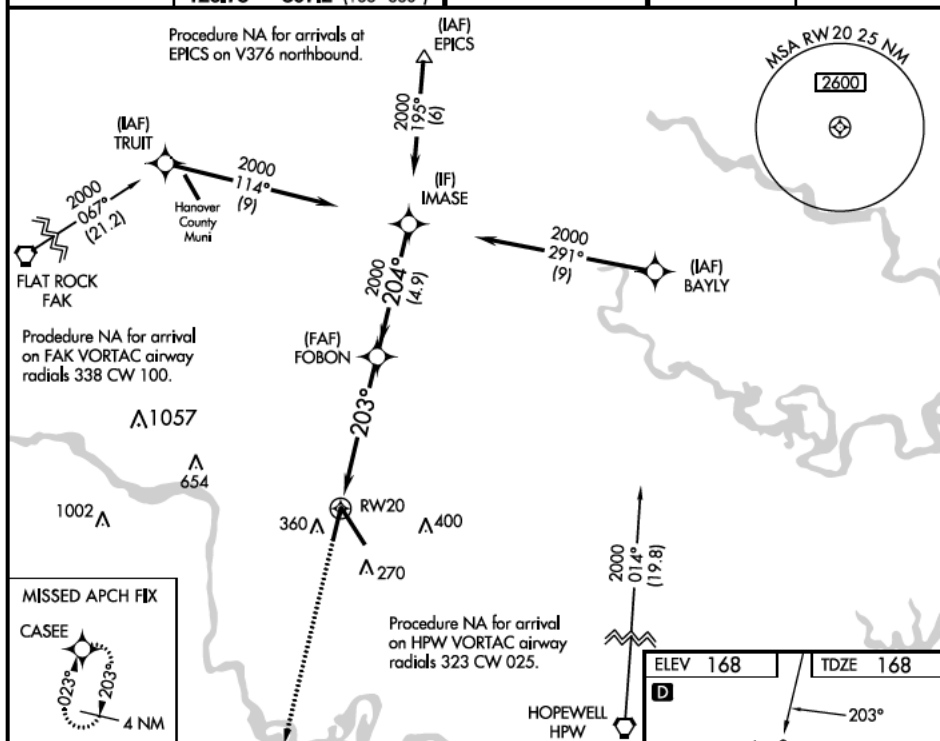
23110

RNAV (GPS) Z RWY 20
RICHMOND INTL (RIC)

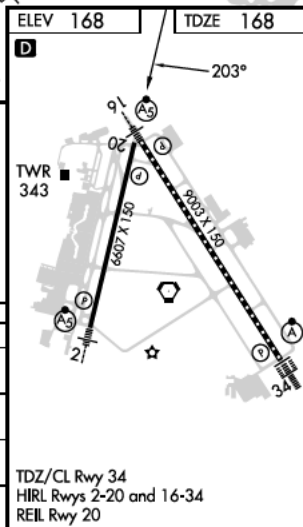
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2000 direct
CASEE and hold.

ATIS		POTOMAC APP CON		RICHMOND TOWER		GND CON		CLNC DEL	
119.15	263.025	126.4	282.375 (001°-185°)	121.1	257.8	121.9	348.6	127.55	348.6
		126.75	307.2 (186°-360°)						



CATEGORY	A	B	C	D
LPV DA	464-7/8		296 (300-7/8)	
LNAV/VNAV DA	603-1 1/2		435 (500-1 1/2)	
LNAV MDA	680-1 512 (600-1)		680-1 3/8 512 (600-1 3/8)	
C CIRCLING	680-1 512 (600-1)		700-1 1/2 532 (600-1 1/2) 720-2 552 (600-2)	



37°30'N-77°19'W

RICHMOND INTL (RIC)

RNAV (GPS) Z RWY 20

NE-3, 13 JUN 2024 to 11 JUL 2024



Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: November 13, 2024

Subject: ERA24LA293, Record of Conversation/Interview

Contact: Thomas J Bowen

Mr. Thomas J. Bowen was contacted by phone on July 9, 2024, at 1400 EDT. He was called at [REDACTED]. His cell phone number is [REDACTED] and he provided an e-mail address of [REDACTED]. Also present on the call was Federal Aviation Administration inspector Stephen Harness.

At the beginning of the interview he 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 without representation.

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 provided an address of [REDACTED] Louisville, Tennessee [REDACTED]. He holds a commercial pilot certificate with airplane single engine land, airplane multi-engine land and instrument airplane ratings. His pilot certificate number is [REDACTED]. He has between 2,500 and 2,600 hours total flight time, and about 10 hours in make and model with a qualified flight instructor.

He was asked the following questions –

Why was he on-board?

To gain experience with the Collins Pro-Line 21 avionics with FMS, and to observe flight operations. He wants to get his second-in-command (SIC) in the CJ series aircraft.

NTSB Questions Continued –

Explain what you saw and heard from your first hand observations from approach to shutdown?

Before departure he looked at weather for the intended flight and noted that the afternoon forecast depicted adverse weather at the destination airport.

The flight departed and proceeded to the destination airport where air traffic control (ATC) communications were transferred from Approach to tower for the RNAV GPS 20 approach and they began intercepting the final approach course when about 10 miles out. They tuned to the tower frequency and were in visual flight rules (VFR) conditions. They continued on final and received their landing clearance and the local controller informed them that 2 airplanes had landed before them and both reported experiencing windshear. One aircraft reported windshear of + or – 5 kts while the other airplane reported + or – 15 kts. He did not recall any airspeed fluctuation and “I don’t think we experienced windshear.” They continued on final approach while still in VFR conditions and could see the runway when they were 10 miles away. The controller said they would be turned up. The pilot slowed to Vref and when at glide slope intercept put the landing gear down, and when the flight was 1,000 ft above the runway the airplane was fully configured with landing flaps and slowing while descending. Landing flaps were extended and the pilot continued the approach carrying a little extra speed for the windshear. They had the runway in sight and the automated terminal information service (ATIS) reported the wind from “170° at 20 kts with 30 kts gusts” or something like that. The pilot touched down normal between 1,000 and 1,500 ft down the runway and then lowered the nose landing gear. Almost immediately it began raining heavy and was hard to see out of the front windshield. They could barely make out the runway lights adding that the “water was so intense.” He added that “it was a most unusual weather phenomena he had ever seen, it was a rude awakening.” He felt the airplane started to drift or slide to the right which he described as hydroplaning which the pilot tried to correct, and he then heard a muffled sound. The pilot got back onto runway centerline then taxied down the runway and in 1,500 ft was clear of the rain, which was at midfield. The pilot taxied off the runway at Echo, taxied to the FBO and got out of the airplane where they saw damage to the flap and fuel leaking. He later learned that they had contacted several runway lights.

He had been taught to look at the panel and when on final approach noted there were 3 green lights for the landing gears being down and locked, flaps were fully extended, and there were no caution or warning lights illuminated.

Discuss wind on the approach and how the pilot corrected for it?

I don’t recall talking about wind. Both of them listened to the ATIS. The wind was 30° off the runway requiring what he assumed was left aileron and right rudder input for wind correction. What stood out to him was how smooth the approach was. He did not recall encountering turbulence. It seemed like a normal approach and landing. At touchdown the pilot was in complete

control of the airplane. The flight encountered rain and water within 1,000 to 1,500 ft and then got thru the rain with plenty of runway remaining.

NTSB Questions Continued –

Did you see the pilot take the crosswind control out?

I honestly don't remember. He thought the touchdown occurred on both mains at the same time. Adding that he "greased the landing." At that time he was looking outside adding that it was a "smooth landing."

Did you see standing water on the runway?

"No, I did not." Even as we got closer to the rain I did not see standing water. He did check the airport information and noted it was a grooved runway.

Did the pilot say anything out loud when the deviation occurred?

No, not really. I don't recall him saying anything. The pilot has high flight time.

FAA Questions –

To clarify my notes, the airplane was slowing to Vred and the windshear warning was given. Did you see that fluctuation?

No. A pilot report (PIREP) was given by the tower but he did not see the indicated airspeed fluctuate.

Was there any discussion from the pilot about a go-around?

"Never, no way", adding that a go-around with full flaps when committed to land would be dangerous.

With the PIREP about windshear and + or – 15 kts was there any discussion at that time about a go-around?

No, after they talked and said that was not enough to require a go-around. In hindsight he wondered why the tower controller was not forthcoming with the weather and give them a weather update.

During the approach where along the runway was the downpour located?

On final for 1,000 or 1,500 ft there was no rain. On approach they saw a weather cloud 1/2 way down the runway. For the 1st 1,000 ft of runway there was no rain. They rolled into the rain during the landing roll.

While in the rain did you lose sight of the runway?

It was hard to define the runway. He saw the runway lights but they were blurry and not clear. After they were clear of the weather the lights were clear.

FAA Questions Continued –

Once you taxied to the FBO did airport operations speak with them?

Yes. The pilot told the tower he may have hit lights. Once airport operations showed up the pilot told them he had hit runway lights. The pilot told the female airport operations person that the airplane had hydroplaned or skidded and took out runway lights.

What was the indicated airspeed at touchdown?

He was not aware. Flight Aware reported 114 kts. He did not calculate the Vref speed and did not observe the indicated airspeed. The pilot did state that he was carrying extra speed due to the reported windshear but he was not sure of the actual indicated airspeed at touchdown.

NTSB Questions Continued –

Where was the actual touchdown point?

Past the runway threshold, within 500 to 1,000 ft down the runway, in the ‘normal touchdown zone.’”

Do you have any limitations for eyesight?

He was required to have for reading and had them on.

Did the weather radar depict the rain and if so what intensity?

He saw multiple images from the 2 systems. He saw green, yellow and red returns with the cell moving east. He thinks it was a localized microburst. Usually the weather radar will give a wind vector/movement and he recalled the cell moving easterly.

Did you see evidence of a microburst?

The air felt smooth, and when landed seemed localized for weather. The rain was, “...very intense/heavy” and he couldn’t see out of the front windshield.

Did you have a discussion on approach about what was observed on the weather radar?

He did not recall, but he did recall the approach controller discussing storms and how they were moving. It was amazing at how fast the weather could change between when the flight was 10 miles out and on final approach.

Did you perceive anything wrong with the airplane that caused the event?

“No, not at all.” It was a well maintained airplane.

Any questions for NTSB?

None.

FAA Questions Continued –

Any questions for FAA?
I don't know what to ask.

The call ended at 1451 EDT.

The digest was e-mailed to him for review on November 13, 2024. He replied by telephone on November 14, 2024 at 1405 EST with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him on November 14, 2024.