

Huhn Michael

From: ross westbrook [REDACTED]
Sent: Tuesday, August 28, 2012 10:31 AM
To: Huhn Michael
Subject: Re: Missing two pages N558RW

IN CAPS BELOW

Ross Westbrook
[REDACTED]

On Aug 28, 2012, at 8:06 AM, Huhn Michael wrote:

Hi Ross,

Well I finally had a chance to read your writeup re the event. Some questions and a suggestion for you

Questions:

- a) Did you land straight in, or did you fly a traffic pattern? LANDED STRAIGHT IN
- b) Which runway (14 or 32) did you land on? 32 BARRON WAS ON EXTENDED LEFT BASE FOR 14
- c) Did the Baron land before you, or did he follow you? HE WOULD HAVE BEEN AFTER ME PER HIS LAST CALL - IF HE WAS NOT LOCAL - HE MIGHT NOT HAVE LANDED. ONE OF THE GUYS FROM THE HELI SHOP ON THE FIELD TOLD ME THAT SOMEONE LANDED SHORTLY AFTER ME - BUT I DID NOT NOTICE.
- d) If he landed before you, what runway and what traffic pattern (your statement indicates he was set up for L/H on rwy 14 but its not clear what he eventually/actually did)?
- e) If he was after you, did he land or go elsewhere? –and what runway if he landed after you? NO IDEA, I WAS A BIT DISTRACTED FROM THAT POINT ON.....(
- f) Did you and he ever discuss or try to agree on both landing on the same runway? I COULD NOT REACH HIM AND HE DIDNT RESPOND THAT I WAS AWARE OF - I PICKED HIM UP ON TCAS AND SAW HE WAS STILL WELL BEYOND HIS REPORTED POSTION (WHICH IS COMMON IN THESE SIT I HAVE FOUND W PILOTS W FASTER PLANES)

HONESTLY THERE WAS WAY TOO MUCH CHATTER FROM NEIGHBORING AIRPORTS - THERE WERE AT LEAST 4 STUDENT PILOTS IN PATTERNS AT THESE AIRPORTS CALL OUT EVERY LEG OF POSITIONS - IT WAS ALMOST UNMANAGABLE - HOWEVER ONE LAST PANEL SCAN WOULD HAVE MADE IT ALL GOOD. ITS TOTALLY MY ERROR IN PROCEDURE. I FLY TO DELANO AND THERMAL QUITE A BIT AND AM FAMILAR WITH UNTOWERED OPS.

THE PREVIOUS MONTH I WAS IN CHINA FOR A WEEK AND TURKEY FOR ANOTHER WEEK. SOME MENTAL FATIGUE MAY HAVE LED TO MY ERROR AS WELL. I HADNT EXERCISED THAT FREQUENTLY DURING MY TRAVELS AND I HAD HIT THE GYM FAIRLY HARD 4 DAYS IN A ROW AS WELL TRYING TO KICK THE JET LAG.

- g) If so what was the outcome? I JUST KEPT CALLING OUT POSITION AND WHEN I WAS SHORT FINAL HE DIDNT RESPOND TO ME BUT BARRON MADE A CALL HE WAS 2 MILE LEFT BASE I BELIEVE.

So as I read this it seems there was a missed intervention opportunity for you by selecting a straight-in approach as opposed to flying the traffic pattern. As you probably know, regimentation and consistency (fly the same way every time) provide layers of defense when things don't go as planned, particularly with regard to distractions. Not a guarantee, but more 'insurance' for a successful outcome. I FLY STRAIGHT IN EVERY

TIME FOR 2YRS NOW - OVER 40 LANDINGS AT KDLO. I REALLY HAD A EYE OPENER ABOUT PROCEDURE AS YOU MENTIONED. MY PROCEDURE CARD WILL BE PULLED EVERY TIME I LAND FROM NOW ON - IT WAS VERY EMBARRASSING. IT REALLY WAS NOT FRIEGHTENING JUST VERY HUMILIATING AND HUMBLING. I AM 54 NOW AND I HAVE TO BE MORE METHODICAL ABOUT MY FLYING FOR SURE. POINT IS WELL TAKEN.....

SINCERELY
ROSS W

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
[REDACTED]

From: ross westbrook [REDACTED]
Sent: Wednesday, August 22, 2012 2:22 PM
To: Huhn Michael
Subject: Re: Missing two pages N558RW

Thanks Michael
Ross

Ross Westbrook
[REDACTED]

On Aug 22, 2012, at 12:11 PM, Huhn Michael wrote:

Hi Ross- OK I confirm I did get the remainder- thanks!

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
[REDACTED]

-----Original Message-----

From: ross westbrook [REDACTED]
Sent: Sunday, August 19, 2012 8:18 PM
To: Huhn Michael
Subject: Missing two pages N558RW

Faxed over two pages on Sunday to your fax number

Sincerely