



RECORD OF EMAIL

Maja Smith
Aviation Accident Investigator
Western Pacific Region

Date: February 4, 2015
Person Contacted: Michael Moyer (Federal Aviation Administration)
NTSB Accident Number: WPR15CA078

Narrative:

During an email conversation with Mr. Michael Moyer, an aviation safety inspector for the Federal Aviation Administration, he attached the following pilot's statement:

Submitted by: Maja Smith

att. Michael G. Moyer

from Alch Distable

narrative History of flight

On January 4th, 2015 in the early part of the morning I checked the weather on the computer for my destination i.e. KFFZ to KSEZ. The wind was 7 knots at Falcon and 10 miles of visibility. In Sedona the wind was calm and also 10 miles of visibility. All indication that I would have good weather to fly. I then went to Falcon Airport and arrived at 8:30 A.M. After doing my usual plane check at Falcon, I took off from Falcon Airport, northbound to Sedona. Flight was un-eventful, Every 15 minutes during the flight I checked the weather information. I started to tune onto Sedona frequency 40 miles from the south. All pilot conversations were all take offs and landings were being made on Runway 21. Sounded very unusual to me because with wind clam we use Runway 3 on landing and Runway 21 on takeoff. Because everyone was landing on Runway 21 I made the decision to follow all others. I made all my calls in mid-field, downwind, base and final and touched ground and needed to apply the brakes. At the same time that I started to touch the brakes, I bumped onto something on the runway, maybe a piece of ice or something else. Plane started to swerve to the left. I tried to balance plane back to enter but it would not allow me to until I went off the runway and back on.

~~at all flight was nothing wrong with the plane~~

January 14 / 2015

~~Alch Distable~~

need to
re-send e-mail to
Michael G. Moyer