



RECORD OF CONVERSATION

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Western Pacific Region

Date: May 11, 2016

Persons Contacted: DHC-6 N94AR Flight Crew (Eyewitnesses)

NTSB Accident Number: WPR16FA086

Narrative:

The DHC-6 N94AR had landed at HHR just prior to the accident departure of N670EM, and both pilots in N94AR witnessed the accident flight and accident.

The following is a synopsis of the information provided by the flight crew members of N94AR in two separate telephone conversation on this date:

Mr. Ross Rice (Left seat pilot)

- Mr. Ross and Mr. Jim McCormack were the pilots operating N94AR
- They were both employed as pilots for the company that owned the airplane, and flew contracted missions for a third party
- Neither the company nor the airplane were permanently based at HHR, but the airplane and crew had been temporarily based there for about a week when the accident occurred
- The two pilots were both captain-qualified in the DHC-6, and took turns (per company policy) in the left seat as captains/flying pilots, by flight.
- On this flight Mr. Rice operated in the left seat as the pilot flying (PF), and conducted the landing, while Mr. McCormack operated in the right seat as the pilot not flying (PNF), and handled at least some radio communications
- The airplane arrived on HHR runway 25
- The approach was flown with 20° flaps
- The HHR VASI was flown for the vertical guidance
- Vref was 75 knots, and touchdown speed was about 62-65 knots
- The winds were either "calm" or very light; they were of no concern to the crew
- The PF estimated that the airplane touched down some place between taxiways C & D
- The PF used reverse pitch on the props to slow it in the rollout, but the amount was "not much" since they had sufficient runway
- The airplane exited at taxiway E and turned eastbound on the south side parallel taxiway to go to its parking spot

- After exiting the runway the crew ran their after landing checklist, and began debating which parking location they were going to use
 - Their normal parking area was somewhere near midfield, while LA Jet Center was east of that.
- The PF noticed the accident aircraft when it rotated for liftoff
 - Its "kinda steep" attitude and climbout angle were what attracted his attention
 - He estimated that he was approximately abeam taxiway D when he first saw the aircraft
- He watched the aircraft climb to about 50 to 75 feet and then roll into a right bank/turn
- When the bank was about 45° the PF spoke over the intercom words to the effect of "that's not good"
- The aircraft continued its right bank and turn, and its nose began to "drop"
- The bank angle appeared to reach a maximum of 60° to 75°, and the aircraft descended steeply to impact
- The crew discussed whether the aircraft had been cleared for takeoff; they did not recall hearing it on frequency
- They also discussed how soon after they landed the aircraft took off, and whether the ATCT issued a wake turbulence advisory
 - But neither had a firm idea of how long that period was
- The PF thought that it was possible that given the temporal spacing of the DHC-6 landing and the accident aircraft takeoff, and their relative flight paths, that the aircraft encountered the DHC-6 wake vortices, and the crew discussed that possibility
- The PF did not believe that the aircraft aerodynamically stalled

Mr. Jim McCormack (Right seat pilot)

- Mr. McCormack and Mr. Ross were the pilots operating N94AR
- They were both employed as pilots for the company that owned the airplane, and flew contracted missions for a third party
- Neither the company nor the airplane were permanently based at HHR, but the airplane and crew had been temporarily based there for about a week when the accident occurred
- On this flight Mr. Rice operated as the left seat PF, and conducted the landing, while Mr. McCormack operated as the right seat PNF, and handled at least some radio communications
- The airplane arrived on HHR runway 25
- The approach & landing were flown with 20° flaps
 - Maximum flap setting is 37 1/2°
- The winds were either "calm" or very light; they were of no concern to the crew
- The PNF estimated that the airplane touched down some place between 500 to 800 feet down the runway
- At some point during the rollout the local controller advised the crew to remain on his frequency, and to taxi to their parking spot
- The airplane exited near midfield and turned eastbound on the south side parallel taxiway to go to its parking spot
- The airplane did not come to a full stop between its landing and the time of the accident
- The PNF noticed the accident aircraft about the time it rotated for liftoff

- He remarked that it appeared to be executing a "steep climbout"
- The PNF estimated that the airplane had only travelled 100 feet or so from the point where it turned onto the parallel taxiway after exiting the runway to where it was when they observed the accident
- He observed the aircraft continue to roll and turn right, and then descend steeply to impact
- He was of the opinion that the wing "stalled out"
- The crew then discussed the amount of time that elapsed between their approach/landing and the aircraft's takeoff
- They also discussed whether the ATCT had cleared the aircraft for takeoff; neither pilot recalled hearing that
- They also noted that they did not hear the ATCT issue any "caution wake turbulence" advisories