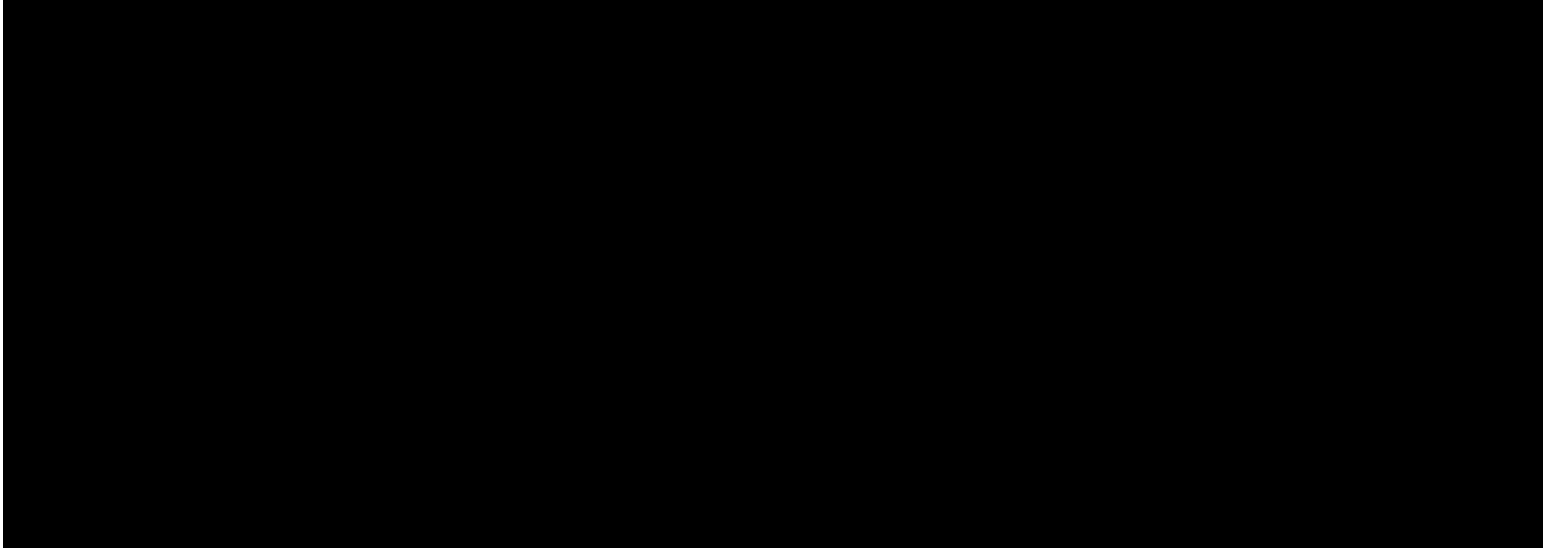




He said he had 30 degrees of flaps on for landing, but after noticing that there was wind at the landing surface, and after encountering the initial light turbulence, he retracted the flaps from 30 degrees to 15 or 20 degrees, and added rpm for a more stabilized approach and a smoother landing. He said that this was his standard practice in a crosswind.

This was a club airplane. About 8 members.

Also, he remembered specifically the 3 times he had flown to the Half Moon Bay Airport (HAF):

- **March, 1981, when he proposed to his wife. Did not remember which way he landed**
- **date unknown: he flew over to HAF with his wife and two children, but the airport was socked in, so they flew back the Sacramento**
- **the date of the accident**

The HAF airport operations person I've been trying to contact, who was supposed to have been in today, was delayed, so won't be in until tomorrow. I'll speak with him tomorrow morning relative to any information he might have about landing operations to the south, i.e., might it be inherently more turbulent than landing on runway 30. Also, if there were any other airplanes operating in the area, maybe an hour to or an hour after the time of the accident, and if they experienced any significant turbulence while on final approach to runway 12.

