



RECORD OF COMMUNICATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 10, 2019
Person Contacted: Mr. Naveed Iftikhar (PIC/owner)
NTSB Accident Number: WPR19LA180

Narrative: The following information is a verbatim extract of an email exchange of NTSB questions and pilot responses (*italicized*) on this date:

1. Confirm that you were in the right seat

Michael, I confirm that I was in the right seat.

2. Approximately how many hours, flights, and landings do you have flying from the right seat

I have never counted hours, flights or landings but I have been alternating for 3 years now.

3. What is/was your reason(s) for flying from the right seat

There was no specific reason, I alternate between left and right seats as I am comfortable flying from both sides.

4. Was the person in the left seat a student pilot or a certificated pilot

Neither.

5. Did the person in the left seat perform any part of the second (accident) approach/landing

Absolutely not. I was the sole manipulator of all controls all the time during the touch and go.

6. Were you doing touch and go landings,

Correct. Touch and go landings.

or were you taxiing back after each landing

This was the second landing with the intention of touch and go. The first one was touch and go as well.

7. In your original telephone discussion with me shortly after the accident, you stated that the Left gear collapsed “upon brake application”; This seems to be in conflict with your written account, and also, using brakes during a touch and go seems inappropriate –

Michael, The only reason I applied the brakes was after I felt the left side sinking and plane veering off to the left during touch and go.

can you please elaborate on what happened (to the best of your recollection),

On the second touch and go after I retracted the flaps the plane started veering to the left sharply and felt like the left side was sinking. I immediately corrected by applying right rudder and braking hard. That's when the gear completely collapsed.

and also

help me reconcile the apparent difference between your original verbal account and your subsequent written account.

I don't think there is any difference between my verbal and written account. You can discuss that further.

*On a second note: The person on the left side was my son.
I keep him familiar with the cockpit panel so in case any emergency happens then he can communicate on the radio etc especially while on long cross-country flights.
But again, he never used any kind of airplane controls during any flight.*