

RECORD OF PHONE CONVRSATON WITH THE PILOT RIGHT AFTER THE ACCIDENT 12/30/19

The pilot reported took off on an IFR plan from LBF at 1345 CST with an intended destination of BPI. During landing (no wind but snow and patchy ice on the runway), he pulled both throttles back and got into "beta" mode. However, the airplane started to veer to the left as in prop on one side flattened but on the other it didn't. He continued to drift more so he pulled back more on throttles and got both engines in reverse, trying to slow down but the airplane exited the runway on the left and spun 180 degrees.

ON 12/31/19 THE PILOT SENT THE FOLLOWING TEXT MESSAGE :

"Yesterday I stated that I placed the props in reverse before the plane came to a stop. I think that is incorrect. As I reflect on the accident, I believe the props were in Beta before stopping and moved to reverse when I shut down the left engine."

ON 1/7/2020 THE PILOT AND THE IIC EXCHANGED THE FOLLOWING MESSAGES:

IIC.

1. Are you sure you didn't pull the levers all the way to reverse before the engine shutdown, and if not, why not to slow down the airplane?
2. Did you see the beta light turn on for one/both engines? If so, what action preceded light(s) turning on?
3. Which engine you think "flattened"?

PILOT

1. I placed the throttles in reverse as I shut down the engines after full stop and did not do this before as I did not have directional control. I did not have confidence that placing one engine to reverse would not lead to more loss of control in the opposite direction and rolling over the aircraft
2. No time to look at beta lights. This all happened in about 2.5 sec
3. Left before right

ON 1/8/2020 THE PILOT AND THE IIC EXCHANGED THE FOLLOWING MESSAGE:

IIC

Did you adjust the power or condition lever in response to the right engine not flattening?

PILOT

I did pull both throttles into the beta position at the same time. The left prop went flat pitch before the right, resulting in an abrupt deviation to the left