



RECORD OF EMAIL

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: July 25, 2020
Person Contacted: Mr. Ed Holyoke (Wingman to the Accident Airplane)
NTSB Accident Number: WPR20LA237

Narrative:

During an email conversation, Mr. Holyoke reported the following to the FAA Inspector:

We took off from KWHF at around 11:30 AM and proceeded pretty much straight to KTSP. After I caught up with him, we flew in very loose formation. Never did hear the AWOS, and I was monitoring. Traffic was declaring for runway 29. Mike flew a straight in approach and I followed in trail. His approach and speed looked OK. As I was on short final Mike looked to be having directional control issues on the runway. He was off to the right edge and he transmitted "Going around". I saw a brief cloud of dust which I assume was prop blast at the edge of the runway and he was at the very edge of the runway at that point. As I rolled to a stop, I saw him about 30* left of runway heading, nose up and maybe 150 - 200 feet in the air. It didn't look like he was accelerating and he was descending. He disappeared behind the buildings, still nose up and wings wobbling.

I, stupidly, took off to see if I could spot him, which I didn't. Not very clear thinking, there. The guy who landed before Mike had radioed and said I could use his truck. I returned for landing and had to chant "Make this landing" over and over to block out my panic for Mike. I went to the scene and there was nothing I could do for him other than tell the police and fire who he was and what I knew.

Having already made one bad decision, I felt it was prudent to leave my airplane in a hangar there and catch a ride home.

I don't know why he wasn't accelerating and climbing. I don't know why he didn't get his nose down. It was in the low 80s and 4000ft elevation. 200hp angle valve engine and constant speed prop. Even if he didn't retract flaps, and re-trim, he should have been able to climb and control the airplane.

Possible factors:

Still leaned for cruise and mixture not set for take off?

Possibly set too rich for density altitude?

Prop pulled back for cruise?

Flaps and trim?

Did he strike his prop during the go-around?

Some background info about RV performance based on a thousand hours in RVs:

In another RV several years ago, with fixed pitch and 160hp, probably about 135hp on the takeoff roll, I was able to climb with 2 big board and full fuel when I inadvertently initiated a takeoff with full flaps. It climbed fine. I only noticed the flaps when I was trying to figure out why it wouldn't pick up speed. I also know from experience in RVs that full nose up trim with full power can be easily overcome by the pilot with forward stick pressure. If Mike's airplane was making any significant power, he should have been able to climb.

Ed Holyoke

END.

Submitted by: Samantha Link