

From: [REDACTED]
To: [REDACTED]
Subject: RE: WPR21LA003 / ATC PRELIM / Update 1
Date: Tuesday, October 6, 2020 10:02:18 AM
Attachments: [image001.png](#)

Doesn't look like anything.....last operation before the accident aircraft was a departure that was 15 minutes earlier....far outside of any wake turbulence considerations.....and it was a Super King Air

I would say no factor

From: Swick Andrew [REDACTED] >
Sent: Tuesday, October 6, 2020 12:21 PM
To: Soper Brian <[REDACTED]>
Subject: RE: WPR21LA003 / ATC PRELIM / Update 1

Good morning Brian,

I have a conference call with the chiefs this morning to give them a brief on the Hawthorne accident. Anything on possible traffic that could have produced vortices prior to the accident departure?

Thanks Brian.

Andrew L. Swick

Aviation Accident Investigator
National Transportation Safety Board
Western Pacific Region
Phoenix, Arizona
Phone: [REDACTED] Fax: [REDACTED]

From: Soper Brian <[REDACTED]>
Sent: Monday, October 5, 2020 8:48 AM
To: Swick Andrew <[REDACTED]>
Subject: RE: WPR21LA003 / ATC PRELIM / Update 1

I will take a look to see what the last operation prior was to see if there could have been a wake turbulence concern!

From: Swick Andrew [REDACTED]
Sent: Monday, October 5, 2020 11:47 AM
To: Soper Brian [REDACTED]
Subject: RE: WPR21LA003 / ATC PRELIM / Update 1

So Mike Huhn did one of these weight-shift airplane accidents at this airport a few years ago and wake turbulence was the PC. Is there a way that we can look into this somehow?

Andrew L. Swick