

From: [Paul Arey](#)
To: [Stein Stephen](#)
Subject: Re: NTSB Investigation - N3629F - Grumman - Follow-up
Date: Thursday, March 23, 2023 5:53:24 AM

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no throttle reduction

and no on feathering blades, they don't feather instantly it takes a moment and besides there just wasn't enough time. All my attention was focused on trying not to run into anything while my airspeed rapidly decayed to nothing.

From: Stein Stephen <[REDACTED]>
Sent: Wednesday, March 22, 2023 3:45 PM
To: Paul Arey <[REDACTED]>
Subject: RE: NTSB Investigation - N3629F - Grumman - Follow-up

Thanks, Paul.

Did you try to reduce throttle or feather the blades before impact at all?

From: Paul Arey <[REDACTED]>
Sent: Saturday, March 11, 2023 10:54 AM
To: Stein Stephen <[REDACTED]>
Subject: Re: NTSB Investigation - N3629F - Grumman - Follow-up

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No that was not something I would do (pull the CB) or have ever heard of.

I did notice afterwards/post accident as did the investigators when inspecting the cockpit that a number of Circuit breakers were popped out on the CB panel and some switches on the panel were in incorrect positions. I assumed accident impact gees must have caused that as I had not touched them.

Initially right after the accident I thought possibly I had hit/stuck something in the field prior to the actual wreckage site, but myself and my ground observer I work with walked the actual power failure area of the field I was working in to look for any signs of that and could not find any indication of that.

Best Regards

Paul Arey

From: Stein Stephen [REDACTED]
Sent: Monday, March 6, 2023 9:19 AM
To: Paul Arey <[REDACTED]>
Subject: RE: NTSB Investigation - N3629F - Grumman - Follow-up

Hi Paul,

We've heard that some Grumman ag pilots will pull the fuel SOL circuit breaker after takeoff to mitigate a potential faulty circuit. Is this something you might have done or have even heard of?

Thanks,

Stephen

From: Paul Arey [REDACTED]
Sent: Monday, December 12, 2022 9:33 AM
To: Stein Stephen <[REDACTED]>
Subject: Re: NTSB Investigation - N3629F - Grumman - Follow-up

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Stein

Just now finding this email after catching your voice mail message.

1. No unusual flight anomalies or flight characteristics were discernible while flying that day.
2. My speed was about typical SOP speed for application operations in that aircraft type. Power settings in that style turboprop are set by ft. lbs. torque not percent. Typically near the end of a load like in that situation a high power setting isn't necessary. I was probably running between 70% and 80% of full power. Power lever position approximately 20 degrees forward of the vertically lever position and that is a very rough guess. I can't remember if I moved the power lever..? Instinctively I think I would have but I may not have I was busy flying. At near 200fps entering a no exit situation beneath the high-tension power lines I had about 3.5 seconds of assessment time and I used it all up flying without getting myself tangled up in the numerous obstacles/poles, towers and wires above me and in front of me! I did not even have time to pull my eye inside for a split second for a EGT scan or do my go to emergency procedure of Ignitors & Boost pump on.
3. The only directional control issue after the power loss was just your usual decaying control authority from rapidly decreasing airspeed.
4. What I remember most about the vibration was the surprise it gave me and of it happening at the worst possible location of my flying path that day. Afterwards I

thought about it and what was familiar about the sound..? I believe I said before that it sounded like that engine's normal shut-down/off sound at the end of the day after a engine cool-down period. Garrett engines have a very distinct sound when they shut down. A small air charged accumulator blows the residual fuel in the fuel lines into the engine actually speeding it up just for a brief instant before shutting down.

5. BETA use in flight.....not intentionally! It can happen but typically it would only be at landing as the aircraft does not have a squat switch to prevent it from engaging before the wheels are on the ground. Inadvertent use of it in flight usually cures a pilot of making that mistake again as it's a handful to control. Typically only happens with inexperienced turboprop pilots.

Any other questions let me know. I still wonder about that accident cause from time to time...?

Regards

Paul Arey

From: Stein Stephen [REDACTED]
Sent: Wednesday, December 7, 2022 10:54 AM
To: [REDACTED] ; Haley Flying Service Inc.
[REDACTED]
Subject: FW: NTSB Investigation - N3629F - Grumman - Follow-up

Hi Paul – Just following up to see if you had a chance to respond to my questions.

Gary – Can you please make sure Paul gets my email in case this isn't showing up for some reason?

Thanks,

Stephen

From: Stein Stephen
Sent: Wednesday, November 9, 2022 4:25 AM
To: [REDACTED]
Subject: NTSB Investigation - N3629F - Grumman - Follow-up

Good morning Paul,

I hope this email finds you well. We have completed several component examinations of the wreckage and have some follow-up questions to help understanding some of the findings.

- Did you notice any unusual flight characteristics, especially at idle power with this airplane prior to the accident flight (this can be anything)?

- You noted that you were flying fast in your previous statement, where was the power lever when you sensed the vibration and loss of power? Did you move the power lever after sensing loss of power? If so, how did you move it and what happened?
- Did you notice an unusual reduction in pitch or directional control/authority after the loss of power?
- The vibration you felt, was it also accompanied by noise?
- Do you ever use beta inflight?

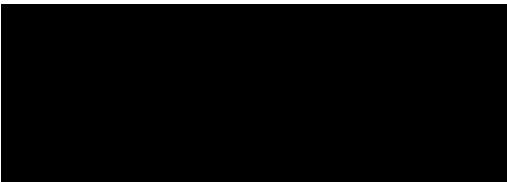
Thanks for your assistance.

Stephen

Stephen Stein

Aviation Accident Investigator

National Transportation Safety Board



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