

From: Bob Littlefield, CFII [REDACTED]
Sent: Monday, August 06, 2012 9:37 PM
To: Struhsaker Jim
Subject: RE: N137MP

I am recovering nicely, thanks for asking.

Here's the checklist I created for Mr. Faliks for N137MP, based on the POH:

NORMAL LANDING (FLOW PATTERN)

Autopilot -- DISENGAGED
Mixture -- FULL RICH
Landing Gear -- DOWN BELOW 129 KIAS
Wing Flaps: FULL DOWN BELOW 110 KIAS
Approach Speed -- 75 KIAS (normal), 70 KIAS (short field)

BALKED LANDING (FLOW PATTERN)

Power Lever -- FULL OPEN
Speed Brakes --RETRACT
Flaps -- T/O
Airspeed -- 85 KIAS
Landing Gear -- UP after a positive rate of climb is established
Flaps -- UP
Airspeed -- 105 KIAS

On this approach the airplane was configured with full flaps, speed brakes retracted, landing gear extended and 75 KIAS. During the approach Mr. Faliks maintained a stabilized descent and 75 KIAS until he simultaneously brought the power lever to idle and began his flare too early, which caused the airplane to bounce. At that point I said "go around" and I saw Mr. Faliks push the power lever forward and then move his right hand toward the flap switch in order to retract the flaps to the T/O position as called for in the balked landing procedure. At that point it was clear the engine was not responding and we were not going to be able to complete the balked landing but were going to impact the ground. Since I was at that point trying to prevent the airplane from stalling and attempting to level the wings I did not see what Mr. Faliks did with the flaps. However, when I inspected the wreckage after the accident it appears the flaps were in the full UP position. Since that almost certainly could not have occurred after the crash, Mr. Faliks must have put the flaps in the full up position right after he moved the power lever full forward. Of course, even if Mr. Faliks mistakenly retracted the flaps to the full UP position instead of the T/O position, we should still have been able to successfully complete the balked landing if the engine had been developing full power.

I put the item "Speed Brakes --RETRACT" in my M20 checklists because I have found that some owners of this model airplane actually land with the speed brakes extended. That being the case they would have to insure the speed brakes are retracted if they attempt a balked landing. I instructed Mr. Faliks that I did not recommend this procedure.

From: Struhsaker Jim [mailto:[REDACTED]]
Sent: Monday, August 06, 2012 5:15 PM
To: Bob Littlefield, CFII
Subject: RE: N137MP

Bob,

Question/Clarification: you said the approach to landing was stabilized, do you remember the airspeed? What setting were the flaps at?

#2. On the go-around, you said the power was pushed forward to the full position, what position were the flaps at?

Hope all is well.

James F. Struhsaker
National Transportation Safety Board
Senior Air Safety Investigator
[REDACTED] Office
[REDACTED] Fax

From: Bob Littlefield, CFII [mailto:[REDACTED]]
Sent: Friday, August 03, 2012 7:42 AM
To: Struhsaker Jim
Subject: N137MP

Mr. Struhsaker:

Nice speaking with you on the phone this morning. I am healing nicely thank you and my doctors have returned me to work.

Attached to this email is a copy of the statement I gave to the FAA and Mr. Falik's insurance company relating the facts of this incident to them. Having viewed the security camera footage from the Scottsdale Air Center ramp my recollection of the orientation of the wings at the moment of impact was clearly incorrect. However, I believe my recollection of the actions we took is accurate.

I went to the junkyard and inspected the wreckage on July 30th and took some pictures. The power lever and mixture were both stuck in the full forward positions (the damage to the firewall prevents them from being moved). That confirms my recollection that Stephen Faliks did advance the power lever when he attempted to go around.

Here are the answers to your question regarding my flight time at the time of the incident:

- Total flight hours in a Mooney M20: 187
- Total flight hours in the last 90 days: 47
- Total flight hours in the last 360 days: 131
- Total flight hours: 6397
- Total hours of flight instruction given: 5066
- Date of my last regulatory check ride: Flight review on 11-04-2011

Bob Littlefield

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