

Stein Stephen

From: [REDACTED]
Sent: Wednesday, January 14, 2015 7:55 AM
To: Stein Stephen
Subject: RE: Question

Good morning Stephan, and yes I will scan and forward you the -23 for viewing. We did not find anything mechanically wrong with the aircraft. However we could not find out the data for cross wind variables therefore attributed it to winds for the ground loop. We determined from the overall experience and hours this pilot has within this type aircraft decided assign him counseling at a minimum. This determination also was decided via other operation inspectors in this office and the circumstances involved.

From: Stein Stephen [REDACTED]
Sent: Wednesday, January 14, 2015 7:29 AM
To: King, Cheryl (FAA)
Subject: FW: Question

Hi Cheryl,

May have a copy of your report that includes your observations/findings from the exam(s)? No rush.

Regards,

Stephen

From: Stein Stephen
Sent: Friday, January 02, 2015 11:17 AM
To: [REDACTED]
Subject: RE: Question

Hi Cheryl,

I hope your holidays went well. Since there is nothing mechanically wrong the airplane, can you send me a report of everything you looked at for my records?

Thanks,

Stephen

From: [REDACTED]
Sent: Wednesday, November 26, 2014 7:59 PM
To: Stein Stephen
Subject: RE: Question

Ya and further photos and information provided shows the interest we had with the gear proved to be in error. The bolts were installed as other pictures show. As for the winds yes, The maintenance manager stated, he landed in a cross wind and just lost it. So I suppose even the best of pilots have a bad day. As of now there shows no maintenance issues to be alarmed with. Therefore had the investigation date extended so as we can look into a few more things. Everything appears to be ok though. Havr a great holiday weekend and I hop for all of you it's quiet.....

From: Stein Stephen [REDACTED]
Sent: Wednesday, November 26, 2014 1:38 PM
To: King, Cheryl (FAA)
Subject: RE: Question

The wind was 070 at 7, which seems manageable for a 8200 lb airplane on the ground.

SPECI KEVB 292023Z 07007KT 10SM SCT055 28/17 A3002 RMK AIRCRAFT

From: [REDACTED]
Sent: Wednesday, November 26, 2014 1:28 PM
To: Stein Stephen
Subject: RE: Question

I don't believe so. Or at least no one is owning up to it. However I was informed yesterday that he was instructed to land different (runway 7) from what he did therefore, landed on 2 and into a cross wind. Of course not sure what the cross wind parameters are but are trying to find them.

From: Stein Stephen [REDACTED]
Sent: Friday, November 21, 2014 2:25 PM
To: King, Cheryl (FAA)
Subject: Question

Hi Cheryl,

Sorry for the borage of e-mails. Were there any witnesses to the accident?

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation

[REDACTED]

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