

**From:** Curtis Miller  
**To:**  
**Sent:** Tue Nov 22 16:12:28 2011  
**Subject:** Pilot Statements

### **Captains description:**

The FO performed a normal start of number 2. I took over and as the FP I started #1. Taxi check, run up was performed. We taxied to 21R, a normal takeoff was performed, along with a normal climb out in the terminal area. We leveled at 11000 for about 10 minutes until CLE center took the handoff. I was the PF and on the climb out through FL210 I noticed the #1 engine producing lower power than usual. #2 engine was @ 99.9% and #1 94%. I chose to add power to the left engine as I have normally done before to equalize the torques. As I pushed the left power lever forward, it locked into a full forward position causing the engine gauges to show 870c ITT and rising and 121% torque and rising. A decision was made to secure the left engine to prevent further damage. Once the engine was shut down both PFD's went blank. I realized an unusual dual GEN failure had just occurred. The right GEN was reset and then turned on which immediately restored both PFD's. I asked the FO to run the checklist to secure the engine. Once the engine was secured told the FO to declare an emergency with CLE center. Priority was given, and GRR was offered by ATC. I looked at the PFD and GRR looked to be 70-80 miles away. Within 25miles was FNT. We told ATC we wanted to go to FNT. The descent was started and we were given an initial heading towards the airport. I asked the FO to load the ILS into FNT. As I made the turn I acquired the airport visually. Still descending normally single engine. Once the approach was loaded into the box, I asked for the single engine descent, single engine approach, and single engine before landing checklists. All were performed. During the descent the FO and I noticed a discrepancy on headings about 50 degrees or more. Due to the dual gen failure they were still spinning. We were unable to verify runway direction with the gyros. I lined up for a modified downwind to left base 18. The approach was previously briefed as flaps mid, Vref 130. The approach was normal, base to final was normal, touchdown was normal. I brought the right power lever aft then over the gate slightly as we have always trained in the sim. Left rudder was applied, the airplane veered right. I took out some reverse. then I applied enough to get us slow down. The airplane went further right, full left rudder was applied with left brakes but to no avail. Engine sounds during reverse were different than usual. The airplane vacated the runway at about the 3000 foot marker. I don't recall getting out of my seat. My FO was the first one out. He said he grabbed me and pulled me to the door where I managed to get out and stand away from the aircraft.

### **First Officer description:**

We departed DTW at approximately 8:45 (13:45 z) bound for ETB. The takeoff and initial cruise was uneventful. We were kept at 11,000 feet out of DTW until we were turned over to

Cleveland Center. Cleveland Center began a step climb to 20,000 feet. The controller then gave us a climb to 26,000 and Captain Soris began the climb. In the climb Captain Soris noticed he was only getting 94% torque on the left engine and was as far forward as the quadrant would go. He also noticed that he was at 99% on the right engine and that there was a difference between the two power levers and commented that he would need more than 94% when we got higher. He tried to push the left quadrant forward and I heard a pop. The engine immediately started over torqueing and ITT was over temp. The last I noticed was 117% and it was still climbing. The Captain stated that we need to shut down the left engine and I concurred. The Captain called to declare an emergency, which I immediately did. We went through the engine shutdown and securing procedure from the emergency checklist. Shortly after shutdown of the left engine, both generators failed and all displays and electronics in the airplane went blank. We concluded the action items on the list. I remember asking the Captain what he did, thinking the avionics switch was shutoff and he replied he did not touch anything and we lost both generators. The Captain reset the right generator and the screens became live again., but the gyros were spinning and never got to within about 50 degrees of each other. Once they came back online, I entered Flint into the FMS and pulled up the ILS for runway 27. The Captains screen was showing the runway at 45 degrees off and my was show it opposite, so as we were looking at the field there was a little confusion as to the runway. The tower asked if we still had a visual on the runway and I replied yes, but to confirm the runway. The Captain confirmed on the EPU we were heading 280, and I confirmed on the compass. By this point we were 45 degrees between the runways and I asked the tower runway length of 18, and after she replied all runways are available, I told her were would take 18 (because it was 7,800 compared to the 7,200 feet of runway 27) and we felt the extra length would be good since it would be a flaps mid landing. From engine securing through descent, approach and before landing checklists were all followed off the single engine checklist. The approach was stable and the landing was centerline and very smooth. The Captain initiated slight single engine reverse and the airplane began drifting to the right. I physically confirmed that full left rudder was depressed, but the drift to the right became worse. The airplane left the runway on the right side and as soon as the right main contacted the deep mud the airplane turned 90 degrees and began sliding sideways. We impacted either the 3000 or 4000 foot remaining marker and a runway light, at which point shortly thereafter the plane flipped and landed on its roof. I was the first person to drop from the seat and crawled to the door, immediately opening the door and checking on the passengers. I exited the plane and noticed that no one was following me, so I went back to assist Captain Soris, Mr. McCormick and Mr. Pick.

**Curtis Miller**  
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