From: Craig.Roberts@faa.gov

Sent: Monday, September 24, 2012 1:05 PM

To: Struhsaker Jim

Subject: RE: GPS for N137MP gear doors contact

Aloha Jim,

No. Mr. Faliks never provided any written statement. He only gave me a verbal statement on the phone after the accident. In his verbal statement he said that they were doing touch and go's when, on their last landing final, he flared too high and the planed bounced. He stated that he then advanced the throttle and selected the flaps to the up position, but the engine did not respond. The C.F.I. with him, Bob Littlefield, then took over the controls. He kept emphasizing the reason they lost control was because the engine did not respond to his power input.

I'm in Tucson right now. Please call me on my cell phone else.

Best Regards,

M. Craig Roberts
Principal Maintenance Inspector
SDL WP-FSDO-07
Office 480-419-0330 ext. 271
Fax 480-419-0800

From: "Struhsaker Jim" < <u>Jim.Struhsaker@ntsb.gov</u>>

Subject: RE: GPS for N137MP gear doors contact

Craig,

Did you ever get something in writing from the owner/student? Steve Faliks

If so, please fax me a copy. Many thanks-----

I'm trying to wrap this one up quickly. Call if you have time.

James F. Struhsaker National Transportation Safety Board Senior Air Safety Investigator 808-329-9161 Office 202-640-5014 Fax

From: Craig.Roberts@faa.gov [mailto:Craig.Roberts@faa.gov]

Sent: Wednesday, September 12, 2012 11:48 AM

To: Struhsaker Jim

Subject: GPS for N137MP gear doors contact

Jim,

The low profile gear doors of N137MP made contact with the runway at GPS coordinates 33 degrees, 37', 45.21"N and 111 degrees, 54', 11.46"W.

Best Regards,

M. Craig Roberts
Principal Maintenance Inspector
SDL WP-FSDO-07
Office 480-419-0330 ext. 271
Fax 480-419-0800

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