

Thursday June 18, 2013 1500 hrs Reno Stead Airport (RTS)

I, Inspector Mark D. Hinzman, interviewed Larry Lee on behalf of the FAA, shortly after he landed his Race #777 L-39 Albatros following a mid air collision with Race #99 during practice at the Pylon Racing Seminar. Pilot Larry Lee explained to me that he was on the course on the hard deck (50 feet AGL) practicing his race line. He said he saw the slower "rookies" and judged that he was faster, they were higher and he could pass underneath them. Larry Lee stated that as he approached the other aircraft, he assumed they would remain higher than his aircraft. Larry Lee said that he perceived that Race #99 was beginning a turn and was in a slight descent. He stated that he throttled back, but was still overtaking Race#99. As he was already at minimum altitude, he judged that he could descend no farther. He then described that the collision occurred, and he immediately began a climbing escape maneuver. Upon extending the gear, the aircraft went out of control, so Larry lee retracted the gear and regained control of the aircraft. He stated that it seemed to fly best at 200 knots indicated and that was where he decided to keep the speed. Hi first approach was to RWY 8 which is down hill. He touched with the gear retracted and decided that he would not stop on the available runway. He applied take off power and became airborne again. His second attempt to land was on RWY 14. This approach was also high and fast. The aircraft touched about one third down the runway (3000 feet from the threshold) at 200 knots. Larry again decided to "go around". On the approach that resulted in a full stop gear up landing, Larry Lee said he touched down very near the approach end of RWY 14 and slid to a stop at the departure overrun. Larry Stated that he completed the shutdown checklist and exited the aircraft.

Mark D. Hinzman  
Aviation Safety Inspector  
Inspector in Charge  
Pylon Racing Seminar