



National Transportation Safety Board

Memorandum

Date: August 03, 2011 at 1000 Eastern Daylight Time

Name: Anthony Carr – Pilot

Subject: ERA11LA240 – Aircraft Accident Involving N3547C in Richmond, VA

During an interview, Mr. Carr stated the following:

- He started flying in Houston, TX at 16 years old. He obtained a private pilot certificate and instrument rating before going to university. He obtained a Bachelor's degree from Oklahoma State and worked there as a flight instructor. After that, he applied for jobs as a cargo pilot and got a job with Airnet, a company based in Columbus, Ohio. After completing flight training, he was based in Richmond, Virginia flying the Beech Baron and Piper Najavo.
- When the accident flight occurred, he had been flying with Airnet for about 1.5 months. The accident flight was a "normal Monday night", with good weather, light load of cargo. Leading up to the flight, he had flown the accident airplane about 6 or 7 times prior. During those flights he noted that the left engine cylinder head temperature ran a little higher than right, and that the left engine was consuming more oil than right, about 2 to 3 quarts every other flight.
- He performed a normal preflight inspection of the airplane, checked fuel and weight and balance. When fueling the airplane, he filled the inboard tanks, and outboard tanks were about ¼ full. The typical procedure was to use inboard tanks for most of flight, and re-fill them after arriving in Charlotte, NC.
- He noted no abnormalities during run up, which he performed on the ramp in front of the Jet Center FBO. After completing the run up, he taxied to the FBO to load the airplane. He then started the airplane, obtained his clearance, then taxied for departure. There was not much traffic at the airport that night, and after obtaining his clearance, he contacted ground control and then the tower for departure. This process took only about 3 minutes.
- After taxiing on to the runway, he held the brakes and increased engine power to 2,000 rpm, after which he released the brakes, and continued to increase engine power to full. He stated that typically he had to smoothly apply power before 2,000 rpm to wait for turbo chargers to begin operating or else they could asymmetrically lag and pull the airplane to one side. Generally the process of increasing engine power to 2,000 rpm while holding the brakes takes about 5 to 8 seconds.
- After releasing the brakes and initiating the takeoff run, he rotated the airplane within about first 1,500 feet of runway, around 65 knots indicated airspeed. He noted that rotation does not require a great deal of force, just a slight pull back. He pitched the airplane for climb out airspeed, the blue line on the airspeed indicator. He then tapped the brakes, and retracted the landing gear. He usually retracted the landing



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gear about 3 to 5 seconds after rotation, maybe 200 feet agl. Landing gear retraction generally took about 5 seconds.

- Once he retracted the landing gear, he noticed the yawing sensation, with the nose gradually pulling to the left and a change in engine sound. The yaw started as landing gear was coming up, or after it had retracted (very quickly, within 2 to 3 seconds, the yaw and sound started). He did not note any loud sounds or banging, just a definite difference in engine power and that the left engine was sputtering. He looked at the manifold pressure gauge and noted that the left engine indicated zero inches and was "fluttering." He responded by reducing the throttle for both engines to idle, as he wanted to avoid entering a VMC roll. He did not have any time to extend the landing gear. He estimated that he pulled the throttles back around halfway down the runway.
- The flaps were up for the takeoff, and he noted that during the takeoff roll nothing seemed abnormal. The airplane had responded great all other times, and he noted nothing any abnormal about its handling characteristics.
- Maintenance department was top notch, never had any problems with aircraft maintenance.
- He remembered waking up in hospital about 1 month after accident, and didn't remember anything between closing the throttles and being in hospital.