



MEMORANDUM OF RECORD

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Eastern Region Aviation

Date: January 13, 2015
NTSB Accident Number: ERA14LA312; Houston, MS
Person Interviewed: Mr. Denny Young, Co-pilot on N800MK

This investigator interviewed Mr. Denny Young, the co-pilot on N800MK during the accident flight of June 25, 2014.

The following observations were noted.

- Mr. Young was flying as co-pilot on the accident flight to M44 with Mr. Campbell flying in the left seat as the captain (pilot).
- Mr. Young checked the weather before the flight, utilizing ADDS, Weather Channel, WSI, and Foreflight.
- Mr. Campbell was the pilot flying. They left Memphis Center and set up for the traffic pattern at M44. The closest aviation weather station, he believed, was Tupelo (TUP).
- They entered the pattern and observed the wind sock and set up for an approach and landing to the southwest.
- As they turned onto final, he noticed that the wind “picked up” a little by the wind sock.
- The final approach was stable, and as the pilot began to flare, noticed the vertical speed indicator “pegged out.”
- The airplane encountered an unexpected wind shear just above the runway. He called out for a go around.
- The pilot was doing everything he could to maintain control of the airplane. It was a “jarring” effect when they hit the shear. It felt like it was trying to lift the tail and cartwheel them over. He felt that the pilot did a good job of keeping the airplane from flipping over.
- In his 30,000-plus hours flying airplanes, he has never experienced anything quite like what they experienced with this shear. He has instructed on the King Air. He does not feel that the pilot could have done anything different to avoid the accident.