

Untitled

17 May, 2014

To Whom It May Concern:

My name is Robin Gipson, I am a pilot employed by American Aviation in Page AZ. I left Page for California the day after the crash and did not have the opportunity to make a statement yet.

I fly a CE206 for the company, and I landed on runway 15, shortly before Mr. Merdenovic crash landed. I estimate that I landed about 8 minutes before his arrival.

Earlier, from 10 miles north east, I noted the winds ranging from 170 to 220 at about 14, gusting in the mid 20's. Throughout my approach, the winds were difficult. On turn to a 1.5 mile final for runway 15, I established a 800 fpm descent and extended 20 degrees of flaps, keepin speed about 5mph fast for the gusts.

At the south canyon/channel wall (1/2 mile) to with in 1/4 mile of runway end, there were strong downdrafts and windshear. Midway thru final my descent rate suddenly exceeded 2000 fpm, to needle stop.

I applied full power and managed 200-300 fpm climb, working my way back up to VASI glide slope by short final.

Had I not had power available or had limited power, as reported in Mr. Merdenovic's incident, I certainly would not have reached the end of the runway. Also terrain is such that the 200 feet in front of the runway is in my opinion, the best alternative rather than turning away at low altitude for a off runway landing.

Sincerely,

Robin Gipson