

From: Jim Rhodes [REDACTED]
Sent: Thursday, January 30, 2020 3:53 AM
To: Baker Daniel [REDACTED]
Subject: Re: NTSB Accident Incident Form

Dear Mr. Baker,

It is my understanding that my flight instructor, Charles Grott, has already submitted the NTSB Form 6120.1 as the pilot of this flight. I have attached a brief statement below which is a narrative of the flight from my perspective as a student in the aircraft. Please let me know should you want me to submit a duplicate NTSB Form 6120.1.

On January 16th, 2020, I was receiving multi-engine training with Charles N. Grott in N6630D at KSET. I had never flown a multi-engine aircraft before that day, and this was my first lesson. We started the flight training around 10:00 AM with a preflight of the airplane. After this was complete, we proceeded to take off and fly to the practice area to the north.

As we were departing to the practice area, the left door popped open. Charles took the controls of the plane and slipped to the right, so I could close the door. It latched, but not securely, and he directed me to return and land. We taxied off the runway, closed the door securely, and took off again.

In the practice area, I received my initial introduction to the basic maneuvers for multi-engine flight, and performed slow flight, power off stalls, power on stalls, accelerated stalls, steep turns, and single engine operations as directed by my instructor.

At approximately, 12:45 pm on January 16, 2020, we were on final for Runway 36 at KSET practicing a zero thrust engine landing. The airplane was configured for landing with gear down and flaps down at 85 kts.

As we were getting close to touching down, I believe that I heard Charles command "abort" and I throttled up the right engine. This caused the airplane left wing to dip down and strike the ground and spin around in the grass area to left of the runway. The airplane settled in the grass area off the runway.

James Norman Rhodes II