

Rayner Brian

From: Murrer, Al X [REDACTED]
Sent: Wednesday, September 09, 2009 2:44 PM
To: Murrer, Al X; Rayner Brian
Subject: RE: Be-58 Prop Levers

-----Original Message-----

From: Murrer, Al X
Sent: Thursday, August 27, 2009 4:16 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Be-58 Prop Levers

Charles,

Sorry for not getting back to you sooner but its been very busy around here today. I did check the rest of the Quest Barons for the click on the throttles that Sanil was describing in the interview. There is a micro switch in the throttles that measures power lever angle to set off the gear warning horn if the throttles are retarded with the gear not down. With no engine noise or outside noise you might be able to hear the micro switch click on a couple of our Barons and the rest of our Barons you can not hear it at all. On all of the Barons with the engines running with no headset you cannot not hear the micro switch at all. Sanil was wearing a headset going into TEB and with the headset it would be impossible to hear the micro switch in flight.

Of the throttle, prop and mixture leavers on all of Quests Barons the prop levers make a noise when you bring them back to the feather position and you can feel in your hand the detent in the levers when it goes into feather. With the engines running you cannot hear the noise of the prop levers going into the feather detent but you can still feel it.

I did fly one of our Baron's today to see what the noise level was like when the props were being retarded. I experienced today when reducing the props the noise level drops at the same rate as reducing power.

On the last 2.5 miles into TEB it seems to me that Sanil was pulling back the props instead of the throttles. As he was pulling back the props the engine noise (actually the prop noise) was being reduced and Sanil and George thought power was being reduced when it really was not. That is why we see the high approach speeds without the aircraft slowing down.

The radar data I have on the accident aircraft starts at 2.5 nm from the airport with the aircraft at 204kts at 1,400. Flying one of our Barons today setting up with a similar profile and only using 180kts indicated it was impossible to obtain flap or gear speeds to make a safe landing on two tries. I had to abort both approaches to maintain safety due being to high and fast. At 2.5 miles from the runway at 204kt ground speed and 1,400 ft high should of constitute a missed approach.

Concerning the discussion this morning on how Quest Diagnostics Flight Operations handles approaches, I have enclosed the Quest Diagnostic Flight Operations Manual, which on page 11-56 under the NOTE: section states "After 1,000 feet AGL, no Quest Diagnostics Flight Operations pilot will continue an approach unless: the landing Checklist has been completed, the aircraft is fully configured for landing, and the airspeed is on target"

If you need anything else, please ask. Txs. Al

-----Original Message-----

From: Charles.A.Emering [REDACTED]

Sent: Thursday, August 27, 2009 11:49 AM
To: Murrer, Al X
Subject: Be-58 Prop Levers

Al,

If you could be so kind as to send me an E-Mail detailing our conversation this morning concerning the Beech Barron prop levers . I appreciate you cooperation in this investigation.

Regards,

Charles A. Emering
Principal Avionics Inspector
AEA-FSDO-25

~~(101) 550-8800 EXT 205~~

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