

1/12/2014

Statement of events for RAX131 approach and landing at KPTK on 1/10/2014.

Royal Air call sign RAX131
N62RA
Learjet Model 35A, S/N 312
Departed KLRD at 2206 zulu
Landed KPTK at 0042 zulu
PIC - James G. Branam, ATP [REDACTED] (pilot flying)
FO - Alexander Kosch

Received PTK ATIS as VV200, ½ mile visibility, wind 160/10kts. After check-on with Detroit approach we heard an aircraft being vectored for the approach at PTK, so we listened to the PTK tower freq. on secondary radio. He was given 2200RVR for 9R by the tower. We were vectored for the approach and when we checked on was given 2000RVR for 9R and wind 180/10kts.

During the initial part of the approach the winds were strong out of the south. It was smooth, but took a 20 degree angle to maintain the localizer. At approximately 1800 feet we encountered light to moderate chop and started losing the crosswind. No noticeable changes in airspeed but took out almost all of the crab angle to maintain the localizer.

At approximately 1250 feet, Alex called approach lights in sight. I responded with continue, and almost immediately Alex called green lights, runway in sight 12 o'clock. We continued and landed normally. Crosswind correction was minimal, no major airspeed/power changes noticed.

As we were exiting the runway at the end, left on "U", we heard RAX907 call the tower. Do not remember if the tower issued any weather, did hear them tell RAX907 that he was following a Challenger on a 2 mile final.

After parking we went inside and checked in with dispatch. We were planning on departing again so I went back out to the aircraft to start transferring fuel. As soon as I turned on the batteries I heard ground talking to SAR that they had seen a flash of fire off the approach end of the runway and that a C-310 was on the approach and they could not contact it on the radio.

When we arrived it was not raining. When I went back out to the aircraft it was raining. Did not notice any rain on the approach. Picked up a trace of ice in the descent, approx FL230, but it had warmed up by 10,000 ft.

Any other questions please call.
Jim Branam
Cell [REDACTED]