



Memorandum

Witness Interview and Record of Correspondence from Witness

Who: Bill R. Woods; Roseburg, Oregon

Date: December 15, 2008 and e-mail messages on December 31, 2008

RE: CEN09FA087 – Beech C90A N43KM Rocksprings, Texas on December 14, 2008

On December 15, 2008, I interviewed Mr. Bill R. Woods who said he is the President of Western Wings, Corp and the registered owner of N43KM. The interview was conducted at the accident scene and the e-mail messages were sent by Mr. Woods on December 31, 2008.

Mr. Woods said Western Wings, Corp specializes in the sale of quality jet, turbine, and upper end piston airplanes and helicopters and that N43KM was being prepared for sale.

Mr. Woods said he is an ATP/CFII. He has over 18,000 hours of flying time and has been flying for 39 years and teaching for 38 years. He teaches hundreds of hours each year in turbine powered aircraft, mainly Beechcraft King Air's and Falcon Jets. He has also taught hard aerobatics, inside and outside maneuvers, for all of those 38 years. He said he has attended Flight Safety and Simu-Flite many times on the King Air series. His most recent type rating was in the King Air 300 at Flight Safety in January, 2008.

Regarding the events surrounding the airplane crash on Sunday afternoon, December 14, 2008 Mr. Woods wrote in e-mail messages:

- *"I personally flew the King Air (N43KM) to the paint facility in Hondo, Texas on November 8, 2008 with six people on board. The aircraft appeared glitch free to me at the time. I noted absolutely no abnormal flight characteristics during the flight or the previous four flights that I had just made in that aircraft.*
- *The aircraft had just finished extensive phase I-IV inspections, not by one, but two major repair stations in the U.S. Both inspections were then married and every single item on both lists were addressed by Superior Aircraft Maintenance, a Hawker Beechcraft Service Center in Medford, Oregon.*
- *On Sunday, December 14, 2008, my wife Patti (also a pilot) and I, along with Tony Kuhn, arrived in Hondo, Texas at 1:45 P.M. CST.*
- *I knew Tony Kuhn as being a very fastidious person and pilot. I have also trained Tony over the years in piston and turbine powered aircraft. Tony was extremely thorough in his preparations, his flying and his follow up. To say that Tony Kuhn was meticulous would be an understatement.*



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- *On the way to Hondo, Texas from Oregon Tony went over his flight plan with me in the most minute of detail. Tony had planned his full route taking into account the 100 knot headwinds that existed at altitude that day. I mentioned the army base airport just north of El Paso that can be confused with the El Paso International airport. But, Tony had already studied each airport along the route and was quite informed about the airports where he planned to land. I also mentioned to Tony that the first flight out of major maintenance is the most dangerous flight one can make so beware during the preflight.*
- *Tony made a number of comments indicating his awareness of the dangers involved after major maintenance and even gave me some examples of other dangerous conditions he had experienced in the past coming out of maintenance.*
- *When we arrived in Hondo, Texas, Tony took 45 minutes to prepare and preflight the aircraft. I personally went into the cockpit with Tony to verify his understanding of the Shadin fuel computer. While there I observed Tony performing his interior preflight. I verified with Tony that the tanks were full of fuel and that he had plenty of fuel to make it to the Goodyear airport near Phoenix, Arizona. But, Tony told me he would most likely stop in El Paso to refuel just for safety's sake.*
- *My wife Patti and I observed Tony come outside of the aircraft where he spent about 10 minutes performing a pre-flight inspection of the exterior. I watched Tony start the aircraft and taxi north to the end of runway 17. I heard him perform the over-speed governor check, the auto-feather check, and the full propeller feather check.*
- *Before taking the active runway, Tony called me on his cell phone to verify the position of the fuel switch positions on the fuel panel. He confirmed that he had it correct and that he understood that nomenclature, but was just checking to make sure.*
- *I then observed the takeoff. The liftoff appeared picture perfect. However, when the aircraft made a right turn, to the downwind, I observed a quick, puzzling drop of the right wing and a rapid, jerky movement back to the left. I saw the tail drop down slightly to the right like adverse yaw. I was a little perplexed by what I saw, because it seemed a little abnormal to me”.*

Thomas J. Latson, Jr.
Air Safety Investigator