

From: Curtis Brown [REDACTED]
AWP-RNO-FSDO-11, Reno, NV
To: Gerald W Rose/A [REDACTED],
Date: 06/20/2013 03:35 PM
Subject: Re: PRS statement

Gerry,

Sorry for late/slow response. I work for an Airline and have been out of the country for a few days. Below is my response and answers to your questions.

I rejoined with Race 777 as a safety chase. As I approached the aircraft from the rear, I could see significant damage to the vertical stabilizer. It appeared the top 40-50 percent of the vertical tail had been damaged. It appeared the vertical stabilizer and rudder was displaced to the right at an approximate 90 degree angle but still attached to the remaining vertical stabilizer/rudder. As I approached Race 777, the pilot stated that he needed to land quickly due to his fuel state (The incident occurred very near the end of our course period). To get ready for his landing, as he was on a wide right base for RWY 14, Race 777 put his gear down. As soon as the gear started deploying, the aircraft yawed to the right and snap rolled to the right. I think the opening of the nose gear door increased the already large yaw to the right (the nose gear door is hinged on the right side). Since I was unable to get abeam and therefore a better view of the tail before the snap roll, I can't confirm that the piece of the tail bend to the right (90 degrees) was the rudder or vertical stabilizer or even both together. As Race 777 snapped, I moved away since I was not sure where the aircraft was going. After the snap roll, the aircraft seemed to pitch up and roll to the right. The aircraft ended up heading approximately straight down. I did not see anything come off the aircraft during the snap roll or the ensuing recovery. I was amazed the aircraft recovered before it impacted the ground. After the recovery, I advised the pilot to not maneuver and to accelerate and climb. As he climbed, I rejoined to a safety chase position and tried to provide guidance to the pilot. At this time, I do not remember seeing the damaged parts that were attached before the snap roll and dive recovery. I think the damaged parts detached during the snap roll or dive recovery. I, again, did not see anything leave the aircraft during the maneuver but the aircraft seemed to be more controllable by the pilot after the snap roll and recovery. The pilot decided to stay with the aircraft and not attempt another gear lowering. His plan was to land gear up. As I chased the aircraft to the different runways for the attempted landings, the aircraft

seemed to be flying straighter with less yaw to the right. I do not remember seeing anything hanging off the vertical stabilizer during the three approaches and therefore conclude the damage parts departed the aircraft during the snap roll and dive recovery. I believe the aircraft would have been unable to land with the parts still attached due to the large right yaw that was generated by the damaged tail bent to the right.

If you have more detailed questions, please let me know. I hope this helps.

Curt Brown

