RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 04/04/2022
Person Contacted: Kellen Martin (Pilot – N469SL)
NTSB Case Number: CEN22LA166

Narrative:

The following is a synopsis of the information provided by Kellen Martin to the NTSB investigator-in-charge, via a telephone conversation:

- Kellen was the pilot-in-command (sole pilot – left seat) of N469SL (Beech B200 airplane), for the flight that occurred on 03/29/2022. The airplane is owned and operated by Vole Enterprises, LLC, in Temple, Texas.
- The flight was going from the Draughon-Miller Central Texas Regional Airport (TPL) in Temple, Texas, to the Odessa Airport-Schlemeyer Field (ODO) in Odessa, Texas. The flight was a 14 *Code of Federal Regulations* Part 91 business flight. The flight operated on an instrument flight rules flight plan. Kellen was the pilot and there were five passengers onboard. The two pilot seats have a four-point restraint system, and all the passenger seats have a three-point restraint system.
- Kellen has flown with this same group of passengers before. There was no flight attendant onboard.
- All the passengers were briefed before departure on turbulence and on the proper usage of the restraint systems.
- Before and during the flight, he researched the weather conditions for the entire route of flight. The airplane has an onboard weather capability and he spoke with air traffic control (ATC) about the weather conditions several times. Moderate turbulence was showing in some areas for the route of flight, but nothing unsafe was noticed, nor did he feel anything was outside of his personal limitations as the pilot.
- Kellen received a digital flight briefing from ForeFlight and he reviewed and cross-referenced the weather data he received with avationweather.gov (the National Oceanic and Atmospheric Administration – Aviation Weather Center).
- During the approach phase, ATC did mention the possibility of low-level wind shear in the area.
- Before the turbulence encounter, Kellen verbally told the passengers about oncoming potential turbulence, and he also activated the lighted seatbelt sign in the cabin (that also has an audio cue). The light came on, along with the audio cue, with no anomalies.
- During the approach phase, a passenger sustained a fractured neck, from an encounter with turbulence. The passenger was an adult male in his late 40s/early 50s (estimated age range). He was stationed in the far aft, right-side, forward-facing seat.

- As the pilot in the cockpit, Kellen was not visually able to confirm if the passenger that sustained the neck injury had his seat belt fastened or not, right before the turbulence encounter.
- Kellen and the other remaining four passengers sustained no injuries.
- There was nothing mechanically wrong with the airframe and the two engines during the entire flight. There was no damage sustained to the airframe during the flight.
  **** Nothing Follows ****

RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 04/07/2022
Person Contacted: John Sims (FAA Lubbock FSDO – Aviation Safety Inspector, Operations)
NTSB Case Number: CEN22LA166

Narrative:

The following is a synopsis of the information provided by John Sims to the NTSB investigator-in-charge, via a telephone conversation:

- John spoke with the injured passenger today (04/07/2022), Dr. Scott Irvine.
- During the turbulence encounter, the passenger was seated, but was not restrained.
- The passenger was in the process of restraining himself when the turbulence encounter occurred, and the passenger impacted his head on the ceiling of the cabin.
- The passenger sustained fractured vertebrate from the impact. The passenger is going through the recovery process currently.
  **** Nothing Follows ****

29 March 2022 Observation History, [ODO] ODESSA-SCHLEMEYER FLD (WAS E02), timezone: America/Chicago

Select Date: 2022 March 29 Time Order: Ascending Change Date

− Hide METARs   + Show High Frequency MADIS

Previous Day   Next Day

Time	Wind (mph)	Vis. (mi.)	Sky Cond. (100s ft)	Present Wx	Temperature (°F)					Relative Humidity	Pressure		Snow Depth (in)	Precipitation (in.)		
					Air	Dwpt	Feels Like	6 hour Max.	6 hour Min.		altimeter (in.)	sea level (mb)		1 hr	3 hr	6 hr
12:53 AM	S 15	10	CLR		75	44	75	90	75	33%	29.82	1004.7		0		
KODO 290553Z AUTO 18013KT 10SM CLR 24/07 A2982 RMK AO2 SLP047 T02390067 10322 20239 403330161 58004																
1:53 AM	S 15G 24	10	CLR		74	43	74			33%	29.81	1004.2		0		
KODO 290653Z AUTO 18013G21KT 10SM CLR 23/06 A2981 RMK AO2 SLP042 T02330061																
2:53 AM	SSW 16	10	CLR		72	42	72			34%	29.79	1003.5		0		
KODO 290753Z AUTO 19014KT 10SM CLR 22/06 A2979 RMK AO2 SLP035 T02220056																
3:53 AM	SW 14	10	CLR		71	43	71			36%	29.77	1003.2		0		
KODO 290853Z AUTO 22012KT 10SM CLR 22/06 A2977 RMK AO2 SLP032 T02170061 56015																
4:53 AM	SSW 16G 24	10	CLR	-RA	69	44	69			40%	29.76	1002.8		T		
KODO 290953Z AUTO 21014G21KT 10SM -RA CLR 21/07 A2976 RMK AO2 RAB50 SLP028 P0000 T02060067																
5:53 AM	W 10	10	CLR	-RA	67	45	67			45%	29.77	1003.2		T		
KODO 291053Z AUTO 26009KT 10SM -RA CLR 19/07 A2977 RMK AO2 SLP032 P0000 T01940072																
6:23 AM	SSW 8	10	CLR	-RA	66	45	66			47%	29.75			T		

Time	Wind (mph)	Vis. (mi.)	Sky Cond. (100s ft)	Present Wx	Temperature (ºF)					Relative Humidity	Pressure		Snow Depth (in)	Precipitation (in.)		
					Air	Dwpt	Feels Like	6 hour			altimeter (in.)	sea level (mb)		1 hr	3 hr	6 hr
								Max.	Min.							
KODO 291123Z AUTO 19007KT 10SM -RA CLR 19/07 A2975 RMK AO2 WSHFT 1103 P0000 T01890072																
6:53 AM	SSW 12	10	CLR	-RA	66	45	66	75	66	47%	29.76	1002.8		T		T
KODO 291153Z AUTO 19010KT 10SM -RA CLR 19/07 A2976 RMK AO2 WSHFT 1103 SLP028 P0000 60000 T01890072 10239 20189 56005																
7:53 AM	S 10	10	CLR	-RA	65	45	65			48%	29.74	1002.4		T		
KODO 291253Z AUTO 18009KT 10SM -RA CLR 18/07 A2974 RMK AO2 SLP024 P0000 T01830072																
8:53 AM	SSW 8	10	CLR	-RA	66	46	66			48%	29.73	1002.4		T		
KODO 291353Z AUTO 20007KT 10SM -RA CLR 19/08 A2973 RMK AO2 SLP024 P0000 T01890078																
9:53 AM	SSW 13	10	CLR	-RA	73	40	73			30%	29.75	1002.6		T	T	
KODO 291453Z AUTO 21011KT 10SM -RA CLR 23/04 A2975 RMK AO2 SLP026 P0000 60000 T02280044 55004																
10:53 AM	SSW 14	10	CLR	-RA	77	35	77			22%	29.73	1001.9		T		
KODO 291553Z AUTO 21012KT 10SM -RA CLR 25/02 A2973 RMK AO2 SLP019 P0000 T02500017																
11:53 AM	SSW 15	10	CLR	-RA	80	35	79			20%	29.71	1001.2		T		
KODO 291653Z AUTO 19013KT 10SM -RA CLR 27/02 A2971 RMK AO2 SLP012 P0000 T02670017																
12:53 PM	SSW 12	10	CLR	-RA	83	34	80	83	63	17%	29.67	999.8		T		T
KODO 291753Z AUTO 20010KT 10SM -RA CLR 28/01 A2967 RMK AO2 SLP998 P0000 60000 T02830011 10283 20172 58023																
1:53 PM	SW 17	10	CLR	-RA	84	28	81			13%	29.63	998.3		T		
KODO 291853Z AUTO 23015KT 10SM -RA CLR 29/M02 A2963 RMK AO2 SLP983 P0000 T02891022																
2:53 PM	SW 9	10	CLR		87	35	84			16%	29.58	996.4		T		
KODO 291953Z AUTO 22008KT 150V270 10SM CLR 31/02 A2958 RMK AO2 PK WND 27026/1941 RAB43E45 SLP964 P0000 T03060017 PWINO																
3:53 PM	SSW 21G 26	10	CLR		88	36	84			16%	29.52	994.6		0	T	
KODO 292053Z AUTO 21018G23KT 10SM CLR 31/02 A2952 RMK AO2 SLP946 60000 T03110022 58046 PWINO																

Time	Wind (mph)	Vis. (mi.)	Sky Cond. (100s ft)	Present Wx	Temperature (ºF)					Relative Humidity	Pressure		Snow Depth (in)	Precipitation (in.)		
					Air	Dwpt	Feels Like	6 hour Max.	6 hour Min.		altimeter (in.)	sea level (mb)		1 hr	3 hr	6 hr
4:53 PM	WSW 14G 29	8	CLR		90	17	85			7%	29.49	993.4		0		
KODO 292153Z AUTO 24012G25KT 8SM CLR 32/M08 A2949 RMK AO2 PK WND 23031/2129 SLP934 T03221083 PWINO																
5:53 PM	W 26G 37	7	CLR		89	12	84			6%	29.46	992.6		0		
KODO 292253Z AUTO 26023G32KT 7SM CLR 32/M11 A2946 RMK AO2 PK WND 25038/2225 SLP926 T03171111 PWINO																
6:53 PM	WNW 30G 38	6	CLR	HZ	84	17	80	91	82	8%	29.47	993.2		0		T
KODO 292353Z AUTO 30026G33KT 6SM HZ CLR 29/M08 A2947 RMK AO2 PK WND 26047/2336 SLP932 60000 T02891083 10328 20278 55018 PWINO																
7:53 PM	NW 28G 38	5	CLR	HZ	77	25	77			14%	29.52	995.5		0		
KODO 300053Z AUTO 31024G33KT 5SM HZ CLR 25/M04 A2952 RMK AO2 PK WND 32036/0042 SLP955 T02501039 PWINO																
8:53 PM	NW 29G 38	8	CLR		73	28	73			19%	29.54	996.3		0		
KODO 300153Z AUTO 31025G33KT 8SM CLR 23/M02 A2954 RMK AO2 PK WND 31036/0113 SLP963 T02281022 PWINO																
9:53 PM	WNW 26G 34	10	CLR		71	23	71			16%	29.6	998.1		0		
KODO 300253Z AUTO 30023G30KT 10SM CLR 22/M05 A2960 RMK AO2 PK WND 29030/0253 SLP981 T02171050 53042 PWINO																
10:53 PM	WNW 20G 29	10	CLR		68	23	68			18%	29.65	999.7		0		
KODO 300353Z AUTO 30017G25KT 10SM CLR 20/M05 A2965 RMK AO2 PK WND 29031/0257 SLP997 T02001050 PWINO																
11:53 PM	WNW 21	10	CLR		66	25	66			21%	29.66	1000.1		0		
KODO 300453Z AUTO 29018KT 10SM CLR 19/M04 A2966 RMK AO2 PK WND 29026/0431 SLP001 T01891039 PWINO																

The IEM API webservice that provided data to this page. For more details, see documentation.

Data Notes

- For recent years, this page also optionally shows observations from the MADIS High Frequency METAR dataset. This dataset had a problem with temperatures detailed here.

IOWA STATE UNIVERSITY
College of Ag
Department of Agronomy

Department of Agronomy
[redacted]
Ames, IA 50011
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All airspeeds quoted in this section are indicated airspeeds (IAS) and assume zero instrument error.

AIRSPEEDS FOR SAFE OPERATION (12,500 LBS)

Maximum Demonstrated Crosswind Component....25 Knots
Takeoff (Flaps Up)
- Rotation....95 Knots
- 50-ft Speed....121 Knots

Takeoff (Flaps Approach)
- Rotation....94 Knots
- 50-ft Speed....106 Knots

Two-Engine Best Angle-of-Climb (V_X)....100 Knots
Two-Engine Best Rate-of-Climb (V_Y)....125 Knots
Cruise Climb:
- Sea Level to 10,000 feet....160 Knots
- 10,000 to 20,000 feet....140 Knots
- 20,000 to 25,000 feet....130 Knots
- 25,000 to 35,000 feet....120 Knots

Maximum Airspeed for Effective Windshield Anti-icing....226 Knots
Maneuvering Speed (V_A)....181 Knots
Turbulent Air Penetration....170 Knots

CAUTION

For turbulent air penetration, use an airspeed of 170 knots. Avoid over-action on power levers. Turn off autopilot altitude hold. Keep wings level, maintain attitude and avoid use of trim. Do not chase airspeed and altitude. Penetration should be at an altitude which provides adequate maneuvering margins when severe turbulence is encountered.

Landing Approach:
- Flaps Down....103 Knots

Balked Landing Climb....100 Knots
Intentional One-Engine-Inoperative Speed (V_{SSE})....104 Knots
Air Minimum Control Speed (V_{MCA})....86 Knots

PROCEDURES BY FLIGHT PHASE

NOTE

Refer to all applicable Beech Supplements and STC Supplements for flight phase procedures for optional equipment installed in the airplane.

PREFLIGHT INSPECTION

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+". Fuel tank caps and engine oil quantity and filler cap need not be checked unless system(s) were serviced. External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

CABIN/COCKPIT

1. Monogram Electric Toilet (if installed) - KNIFE VALVE OPEN
2. + Baggage - SECURE
3. Emergency Exit - SECURE AND UNLOCKED
4. Trim Tabs - SET TO "0" UNITS

NOTE

After the autopilot is positively disengaged, it may be necessary to restore other electrical functions. Be sure when the master switches are turned on that the autopilot does not re-engage.

It is essential that you read your airplane's Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and applicable supplements for your autopilot system and check the function and operation of your system.

The engagement of the autopilot must be done in accordance with the instructions and procedures contained in the AFM Supplement.

Particular attention must be paid to the autopilot settings prior to engagement. If you attempt to engage the autopilot when the airplane is out of trim, a large attitude change may occur.

IT IS ESSENTIAL THAT THE PROCEDURES SET FORTH IN THE APPROVED AFM SUPPLEMENTS FOR YOUR SPECIFIC INSTALLATION BE FOLLOWED BEFORE ENGAGING THE AUTOPILOT.

FLUTTER

Flutter is a phenomenon that can occur when an aerodynamic surface begins vibrating. The energy to sustain the vibration is derived from airflow over the surface. The amplitude of the vibration can (1) decrease, if airspeed is reduced; (2) remain constant, if airspeed is held constant and no failures occur; or (3) increase to the point of self-destruction, especially if airspeed is high and/or is allowed to increase. Flutter can lead to an in-flight break up of the airplane. Airplanes are designed so that flutter will not occur in the normal operating envelope of the airplane as long as the airplane is properly maintained. In the case of any airplane, decreasing the damping and stiffness of the structure or increasing the trailing edge weight of control surfaces will tend to cause flutter. If a combination of those factors is sufficient, flutter can occur within the normal operating envelope.

Owners and operators of airplanes have the primary responsibility for maintaining their airplanes. To fulfill that responsibility, it is imperative that all airplanes receive a thorough preflight inspection. Improper tension on the control cables or any other loose condition in the flight control system can also cause or contribute to flutter. Pilots should pay particular attention to control surface attachment hardware including tab pushrod attachment during preflight inspection. Looseness of fixed surfaces or movement of control surfaces other than in the normal direction of travel should be rectified before flight. Further, owners should take their airplanes to mechanics who have access to current technical publications and prior experience in properly maintaining that make and model of airplane. The owner should make certain that control cable tension inspections are performed as outlined in the applicable Beech Inspection Guide. Worn control surface attachment hardware must be replaced. Any repainting or repair of a moveable control surface will require a verification of the control surface balance before the airplane is returned to service. Control surface drain holes must be open to prevent freezing of accumulated moisture, which could create an increased trailing-edge-heavy control surface and flutter.

If an excessive vibration, particularly in the control column and rudder pedals, is encountered in flight, this may be the onset of flutter and the procedure to follow is:

1. IMMEDIATELLY REDUCE AIRSPEED (lower the landing gear, if necessary).
2. RESTRAIN THE CONTROLS OF THE AIRPLANE UNTIL THE VIBRATION CEASES.
3. FLY AT THE REDUCED AIRSPEED AND LAND AT THE NEAREST SUITABLE AIRPORT.
4. HAVE THE AIRPLANE INSPECTED FOR AIRFRAME DAMAGE, CONTROL SURFACE ATTACHING HARDWARE CONDITION/SECURITY, TRIM TAB FREE PLAY, PROPER CONTROL CABLE TENSION, AND CONTROL SURFACE BALANCE BY ANOTHER MECHANIC WHO IS FULLY QUALIFIED.

TURBULENT WEATHER

A complete and current weather briefing is a requirement for a safe trip.

Updating of weather information enroute is also essential. The wise pilot knows that weather conditions can change quickly, and treats weather forecasting as professional advice, rather than an absolute fact. He obtains all the advice he can, but stays alert to any sign or report of changing conditions.

Plan the flight to avoid areas of reported severe turbulence. It is not always possible to detect individual storm areas or find the in-between clear areas.

The National Weather Service classifies turbulence as follows:

Class of Turbulence	Effect
Extreme	Airplane is violently tossed about and is practically impossible to control. May cause structural damage.
Severe	Airplane may be momentarily out of control. Occupants are thrown violently against the belts and back into the seat. Unsecured objects are tossed about.
Moderate	Occupants require seat belts and occasionally are thrown against the belt. Unsecured objects move about.

Light	Occupants may be required to use seat belts, but objects in the airplane remain at rest.

Thunderstorms, squall lines and violent turbulence should be regarded as extremely dangerous and must be avoided. Hail and tornadic wind velocities can be encountered in thunderstorms that can destroy any airplane, just as tornadoes destroy nearly everything in their path on the ground.

Thunderstorms also pose the possibility of a lightning strike on an airplane. Any structure or equipment which shows evidence of a lightning strike, or being subjected to a high current flow due to a strike, or is a suspected part of a lightning strike path through the airplane, should be thoroughly inspected and any damage repaired prior to additional flight.

A roll cloud ahead of a squall line or thunderstorm is visible evidence of violent turbulence; however, the absence of a roll cloud should not be interpreted as denoting that severe turbulence is not present.

Even though flight in severe turbulence must be avoided, flight in turbulent air may be encountered unexpectedly under certain conditions.

The following recommendations should be observed for airplane operation in turbulent air:

> Flying through turbulent air presents two basic problems, the answer to both is proper airspeed. On one hand, if you maintain an excessive airspeed, you run the risk of structural damage or failure; on the other hand, if your airspeed is too low, you may stall.
>
> If turbulence is encountered, reduce speed to the turbulent air penetration speed, if given, or to the maneuvering speed, which is listed in the Limitations Section of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual. These speeds give the best assurance of avoiding excessive stress loads, and at the same time providing the proper margin against inadvertent stalls due to gusts.
>
> Beware of overcontrolling in an attempt to correct for changes in attitude; applying control pressure abruptly will build up G-forces rapidly and could cause structural damage or even failure. You should watch particularly your angle of bank, making turns as wide and shallow as possible. Be equally cautious in applying forward or back pressure to keep the airplane level. Maintain straight and level attitude in either up or down drafts. Use trim sparingly to avoid being grossly out of trim as the vertical air columns change velocity and direction. If necessary to avoid excessive airspeeds, lower the landing gear.

WIND SHEAR

Wind shears are rapid, localized changes in wind direction, which can occur vertically as well as horizontally. Wind shear can be very dangerous to all airplanes, large and small, particularly on approach to landing when airspeeds are slow.

A horizontal wind shear is a sudden change in wind direction or speed that can, for example, transform a headwind into a tailwind, producing a sudden decrease in airspeed because of the inertia of the airplane. A vertical wind shear is a sudden updraft or downdraft. Microbursts are intense, highly localized severe downdrafts.

The prediction of wind shears is far from an exact science. Monitor your airspeed carefully when flying in storms, particularly on approach. Be mentally prepared to add power and go around at the first indication that a wind shear is being encountered.

FLIGHT IN ICING CONDITIONS

Every pilot should be intimately acquainted with the FAA Approved National Weather Service definitions for ice intensity and accumulation which we have reprinted below:

Intensity	**Ice Accumulation**
Trace	Ice becomes perceptible. Rate of accumulation slightly greater than rate of sublimation. It is not hazardous even though deicing/anti-icing equipment is not utilized, unless encountered for an extended period of time (over 1 hour).
Light	The rate of accumulation may create a problem if flight is prolonged in this environment (over 1 hour). Occasional use of deicing/anti-icing equipment will prevent or remove accumulation. It does not present a problem if the deicing/anti-icing equipment is used.
Moderate	The rate of accumulation is such that even short encounters become potentially hazardous and use of deicing/anti-icing equipment, or diversion, is necessary.
Severe	The rate of accumulation is such that deicing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary.

It is no longer unusual to find deicing and anti-icing equipment on a wide range of airplane sizes and types. Since the

From: [redacted]
To: [redacted]
Subject: RE: CEN22LA166 (N469SL - Beech B200) - Questions
Date: Thursday, April 14, 2022 9:34:57 AM
Attachments: image004 png
image003.png

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Hi Mike,

After communicating with our Flight Test Pilot s and our Aerodynamic Engineering, Vb is not the same as turbulent air penetration as stated in the B200 AFM/POH Vb is the structural design speed for maximum gust intensity and it is only used for commuter category aircraft in structural design conditions The B200 (SN: BB-1096, N469SL) was certified/licensed as a normal category

I hope this information will help you If you need any more assistance, please do not hesitate to contact me

Kind regards,

Ernest Hall
Sr. Air Safety Investigator
Textron Aviation Air Safety Investigations
[redacted]
P [redacted] | **M** [redacted]
Textron Aviation | [redacted] | Wichita, Kansas 67215 USA | txtav.com

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From: Hodges Michael [redacted]
Sent: Wednesday, April 13, 2022 1:30 PM
To: Hall, Ernest [redacted]
Subject: RE: CEN22LA166 (N469SL - Beech B200) - Questions

No worries, thank you

Mike

Mike J Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793

Cellular/SMS: [redacted]
Facsimile: [redacted]
Response Operations Center (24/7): 1-844-373-9922
Work Hours: Monday-Friday, 0900-1730 Mountain Time

“We always need to prepare ourselves for handling the unexpected ” – Neil A Armstrong

---

From: Hall, Ernest [redacted]
Sent: Wednesday, April 13, 2022 12:17 PM
To: Hodges Michael [redacted]
Subject: RE: CEN22LA166 (N469SL - Beech B200) - Questions

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Hi Mike,

Not yet… I will reach out to them again Sorry for the delay

Kind regards,

Ernest Hall
Sr. Air Safety Investigator
Textron Aviation Air Safety Investigations
[redacted]
P [redacted] | **M** [redacted]
Textron Aviation | [redacted] | Wichita, Kansas 67215 USA | txtav.com

---

From: Hodges Michael [redacted]
Sent: Wednesday, April 13, 2022 1:11 PM
To: Hall, Ernest [redacted]
Subject: RE: CEN22LA166 (N469SL - Beech B200) - Questions

Hi Ernie,

Was just checking in to see if you heard back from the test pilots?

Thank you

Mike

Mike J Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
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“We always need to prepare ourselves for handling the unexpected ” – Neil A Armstrong

---

From: Hall, Ernest [redacted]
Sent: Saturday, April 9, 2022 1:58 PM
To: Hodges Michael [redacted]
Subject: CEN22LA166 (N469SL - Beech B200) - Questions

Hi Mike,

Yes, it is okay to use the AFM/POH in the public docket After researching, I can see that in the aviation world VB is Turbulent Air Penetration I will contact one of our test pilots on Monday to make sure this is the case

Kind regards,

Ernest C. Hall
Sr. Air Safety Investigator
Textron Aviation Air Safety Investigations
[redacted]
P [redacted] | **M** [redacted]
Textron Aviation | [redacted] | Wichita, Kansas 67215-1200 USA | txtav com

From: Hodges Michael [redacted]
Sent: Saturday, April 9, 2022 5:23 06 PM (UTC+00:00) Monrovia, Reykjavik
To: Air Safety [redacted]
Subject: CEN22LA166 (N469SL   Beech B200) - Questions

Hello,

I hope everyone is doing well

I am working a serious injury turbulence accident with CEN22LA166 This involves N469SL, a Beech B200 Attached are some reference documents

I have two questions please:

1 Is Textron Aviation okay with me including the 3 extracted pages from the Beech B200 POH/AFM in the public docket?

2 Regarding the topic of turbulent air penetration and using the airspeed stated in the Beech B200 POH/AFM of 170 kts, is this airspeed also known as VB?

Thank you for the help

Mike

Mike J Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

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“We always need to prepare ourselves for handling the unexpected ” – Neil A Armstrong

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