

STATEMENT OF EMILY HURD

Regarding: October 3, 2023 incident involving N8360K

NTSB# WPR24FA004

I am a private pilot, Airplane Single-Engine Land with an Instrument Rating. I have 98.1 hours logged. As of October 3, 2023, I was a student enrolled in the Hillsboro Aero Academy in Hillsboro, Oregon.

I am providing this statement to the National Transportation Safety Board at the request of Eric Gutierrez. I offer my answers to his questions below (questions in bold).

Q: Some general background information on how Emily happened to be in the airplane on the day of the accident flight.

Answer: This flight was not part of my syllabus. I had completed a flight with my flight instructor in a Cessna 152 just prior to the accident flight. I was invited to join Michele Cavallotti and Barrett Bevacqua to observe Barrett's multi-engine training from the back seat in the Piper Seminole.

Q: Has Emily ever trained or flown in a multi engine airplane? If so, about how many hours and what type of airplane?

Answer: I had completed multi-engine ground school, which is part of the commercial ground school syllabus. That training mainly includes Piper Seminole systems knowledge. I had not trained for multi-engine maneuvers yet.

I had never flown at the controls of a multi-engine airplane. I had observed in the back seat twice previously.

Q: Where were occupants seated, to include Emily?

Answer: Barrett was in the front, left crew position. Michele was in the front, right crew position. I was seated in the back behind Michele, on the right.

Q: A review of the flight track would suggest some flight maneuvers were conducted prior to the accident. Does Emily recall what maneuvers they performed?

Answer: Barrett performed slow flight, emergency descent, steep turns, stalls (I am not sure which type), and then the V_{MC} demonstration was performed.

Q: What maneuver was being conducted when the airplane entered the spin? Additionally, what configuration was the airplane in? Landing gear position, flaps, engine controls.

Answer: The V_{MC} demonstration was being conducted. I do not remember details of how the airplane was configured. I am pretty sure that the left engine was set to idle, the landing gear was up, and I believe the flaps were in cruise configuration. I was unable to see any controls from my position in the aircraft, except that Barrett was controlling the yoke.

Q: Who was on the flight controls?

Answer: From where I was sitting, I could see that Barrett was controlling the yoke. I was not able to see who was controlling the rudder, or if Michele also had his hands on the yoke.

Q: If possible, provide a description of the events that occurred during the accident sequence.

Answer: Michele was directing which maneuvers Barrett should perform. During the V_{MC} demonstration the stall warning sounded, and the plane almost immediately went inverted to the left. Initially, Barrett remained controlling the yoke. Barrett was verbalizing the steps he was taking to try to stop the spin, but I could not understand what he was saying. Barrett then asked Michele to take the controls, which he did. Barrett asked Michele if he should run a checklist. Michele said, "yes." Barrett and Michele were calm the entire time. In the final seconds it became clear that they realized we were not going to recover and that we were going to crash. I do not remember hitting the ground.

Q: Where [sic] there any mechanical failures or malfunctions with the airplane?

Answer: There were no mechanical issues that I was aware of, but I did not participate in the preflight of the Seminole. I did not notice any mechanical defect during the flight.

Signed:

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Emily Hurd

Date: 12/6/2023

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Q: According to Ms. Hurd's statement, Barrett performed slow flight, emergency descent, steep [sic], stalls (I am not sure which type), and then the VMC demonstration was performed. Were the maneuvers conducted in the order described? Were stalls conducted prior to conducting the VMC demonstration?

Answer: Yes, stalls were conducted prior to the VMC demonstration, but I do not think they were immediately prior to the VMC demonstration. I am not sure if they were power-off or power-on stalls. The stalls were performed to first indication, which was the stall horn sounding.

Q: According to Ms. Hurd's statement, during the VMC demonstration the stall warning sounded, and the plane almost immediately went inverted to the left. Did the airplanes [sic] nose start to drift in any direction prior to the stall warning sounding? If so, can you describe the rate at which it occurred?

Answer: I cannot say for sure which happened first. I was mostly looking out the windows and not paying attention to the maneuvers until the stall warning sounded. I don't know if the nose drifted to the left or if the left wing dropped first. To me, it felt simultaneous.

Signed:

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Date: 1/24/24 _____