

From: [Lindenbach, Courtney C \(FAA\)](#)
To: [Stephen Stein](#)
Subject: Re: Repositioning of Aircraft
Date: Tuesday, December 5, 2023 8:09:37 AM

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Good morning Stephen,

From what I remember on this accident the distance between the initial propeller strike and where the nose gear strut entered the ground was approximately 30 feet.

The propeller striations were the first markings of the accident. As I walked down the runway, about 30ft, there were markings that showed where the nose gear had made impact.

I hope this helps you. If there is anything else I can do to assist you please let me know.

Regards,
Courtney Lindenbach

From: Stephen Stein <[REDACTED]>
Sent: Tuesday, December 5, 2023 9:47 AM
To: Lindenbach, Courtney C (FAA) [REDACTED] >
Subject: RE: Repositioning of Aircraft

Good morning Courtney – I hope this email finds you well. I'm writing the final report for this investigation and could use your help.

I've got your photos from the accident site, but could really use rough estimates of the distances of the ground scars from the main wreckage. The purpose of which is not particularly to document distances as it is to show what scars came first (prop strikes, NLG separation...etc)

I'm particular interested in the attached photos. One of which appears to be maybe the NLG digging into the ground and the other are propeller striations.

Your help is greatly appreciated!

Stephen

Stephen Stein
Senior Aviation Accident Investigator
National Transportation Safety Board
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