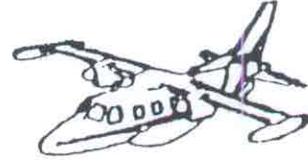




ARROW INC.
MANAGEMENT - TRANSPORT
61149 SOUTH HWY. 97 #113
BEND, OR 97702



Dear Doug Rudolph and Marion Blakely,

9/20/05

Attached is my letter to you about how I do not feel afraid to fly my MU-2 and have every confidence that it will fly just like any other high performance twin.

Attached is the NTSB report on AEROSTAR 869CC PLEASE READ THIS REPORT !! This NTSB report describes an engine out operation where it concluded that **the pilot failed to properly fly the aircraft. TOO SLOW AND UNCONTROLLABLE** with the good engine giving a high amount of thrust and torque. **The result in this crash and the Dec '04 MU-2 crash are exactly the same,---PILOT ERROR!** MY firm understanding and experience of flying both the Aerostar and the MU-2 on one engine will lend my first hand EXPERIENCED OPINION that the guy in the Aerostar had a far greater SURPRISE (engine failure right at rotation!) than did the MU-2 driver at Centennial. **THE MU-2 pilot had even handled the reputed trouble area of MU-2 flight of one engine lost with a transition to single engine flight without incident or loss of control; he then was successfully flying the plane around the pattern.** Then this pilot failed to maintain airspeed as he banked too steeply back to the centerline of Rwy 35R that he had just overflowed. Ad to that, the controller in the tower had the foresight to know this pilot could have a touchy situation trying to cut back to Rwy 35R and offered him an easier access to fly safely to the ground by offering him the more convenient and gentler turn to Rwy 28 with which he was becoming aligned. Dang, this pilot even had prompts from others trying to help him.

IT IS SELF EVIDENT HERE THAT THE MU-2 WAS PERFORMING QUITE FINE, PREDICTABLE AND SAFELY DURING THE URGENT ENGINE LOSS MOMENT OF FLIGHT AND THE PILOT WAS THE CRITICAL FAILURE IN THIS ACCIDENT BY HIS NOT MAINTAINING AIRSPEED IN A LATER TURN. I'll not be surprised to read this in the NTSB report on MU-2 N538EA.

Most Sincerely, 


eves

PS IF at all possible please forward a copy of this letter to Mr Bob Cadwalader as he has some "interesting interpretations" on how some twin engine planes are able to escape single engine problems and that the MU-2 is the only problem deserving grounding. How dare he and the petitioning congressmen suggest this!

NTSB Identification: **ATL04FA090** .

The docket is stored in the Docket Management System (DMS). Please contact [Public Inquiries](#)

14 CFR Part 91: General Aviation

Accident occurred Monday, April 05, 2004 in Johns Island, SC

Probable Cause Approval Date: 9/13/2005

Aircraft: Smith Aerostar 601P, registration: N869CC

Injuries: 2 Fatal.

A witness at a nearby maintenance facility stated the pilot telephoned him and told him that, during engine start, one engine sputtered and abruptly stopped. The witness stated the pilot told him he wanted to fly the airplane over to have the problem looked at. A witness, who was an airline transport-rated corporate pilot, observed the airplane on takeoff roll and stated the airplane rotated "really late," using approximately 4,000 feet of runway. He stated the airplane climbed to about 400 or 500 feet, then descended in a left spin into the trees. The airplane collided with the ground and caught fire. Examination of the right engine revealed external fire damage and no evidence of mechanical malfunction. Examination of the left engine revealed external fire damage. Disassembly examination of the left engine revealed the rear side of the No. 5 piston from top to bottom was eroded away with characteristics consistent with detonation. The spark plugs displayed "normal" deposits and wear, except the No. 5 bottom plug was contaminated with a fragment of piston ring material, the No. 5 top plug had a dark sooty appearance, and the nose core of the No. 2 bottom plug was fragmented. Flow bench examination of the left fuel servo revealed no abnormalities. The fuel flow manifold diaphragm was heat-damaged. Flow bench examination of the fuel injector lines and nozzles on a serviceable fuel flow manifold revealed the lines and nozzles were free of obstruction. A review of Emergency Operating Procedures for the Aerostar 601P revealed the following: "Normal procedures do not require operation below the single engine minimum control speed, however, should this condition inadvertently arise and engine failure occur, power on the operating engine should immediately be reduced and the nose lowered to attain a speed above ... the single engine minimum control speed."

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's failure to maintain airspeed during emergency descent, which resulted in an inadvertent stall/spin and uncontrolled descent into trees and terrain. A factor was the loss of engine power in one engine due to pre-ignition/detonation.

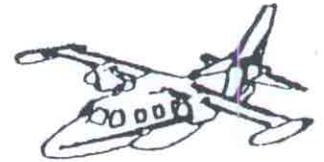
[Full narrative available](#)

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ARROW INC. MANAGEMENT - TRANSPORT

61149 SOUTH HWY. 97 #113
BEND, OR 97702



Marian Blakely

Dear (Doug Rudolph)

Corrected copy (below)

I have just received notice from another MU-2 pilot that you are soliciting flight testimonials for the Mitsubishi MU-2B.

This apparently is being spurred by some elected politician's urgings. I am sincerely hoping this is not a political mission against this one particular type of aircraft for some obscure reason. **I hope you will take my facts and report with as much validity or more than the (likely) non pilots Tancredo, Salazar, Udall, Beauprez and DeGette.** Their approach is suspicious as there are many incidents (unfortunately) in the aviation world that would warrant a deep investigation. To my Knowledge the facts of the two MU-2 Colorado crashes are still not known to be caused by the aircraft's defect or failure; but so far, more obviously they were both piloting malfunction. I have also been exposed, though my close association with many flying the MU-2, to the other downed MU-2's in the last few years. A "problem aircraft" would greatly concern me. In so far as my cautious self has evaluated you not seen any evidence of the MU-2 showing fatal flaws in it's flight characteristics. **I have purchased two MU-2's and have spent my money on these aircraft because they have proven to be safe and of the best utility in the turboprop and light jet world.** In Four years and 300 hours now I am looking forward to every flight.

I offer for your review my history and experience:

[REDACTED] (Yes a "Doctor with and Airplane") BUT PLEASE ... DO NOT CALL ME "DOCTOR" around the airport or aircraft. Those Doctor-Airplane connections don't have the best record either... I am a humble pilot who feels that if I don't learn something each flight then I must have missed something.

- MEL and SEL INST PVT.

-- 1700 hours TT

-- 800 hours AEROSTAR 601P / 700

-- 300 hours MITSUBISHI MU-2

-Owned Cessna 310, Cessna 340, Aerostar 601P / 700 (for 12 years), Mitsubishi MU-2 (1977 P model) (2 years), Mitsubishi MU-2 (1979 Solitaire)(Feb 2004 to Present)

- Annual training with **Reece Howell / Howell Enterprises** of Smyrna Tennessee. Probably the most knowledgeable and highest time MU-2 pilot flying. His world wide training and ~20,000 hours in type have got to count for something.

- PROP Seminars sponsored by **Mitsubishi Heavy Industries. 2000, 2002, 2004 and will be at 2006** Contact Pat Cannon et.al. (Turbine Aircraft Support, Addison Texas) Highly Knowledgeable on all MU-2 events.

For 12 years I flew an AEROSTAR WITHOUT ANY INCIDENTS OR ACCIDENTS, (known in the Twin Cessna circles as "Deathstar") Guess What – They are incredibly easy to fly and land. But paying attention is required. With 350 HORSEPOWER on each side a pilot has got to be RESPECTFUL AND ATTENTIVE. NOW FLYING THE MU-2 I am gradually feeling the same confidence that I acquired in the Aerostar. BUT NOW I HAVE TWO MUCH MORE RELIABLE TURBINES with which to fly my family **YES I FEEL SAFE FLYING THE MU-2.** In July I took my spouse and mother and father to Alaska. HARD IFR into Juneau, Marginal VFR into the very tight canyon of Skagway, to Fairbanks across hundreds of miles of jagged mountains and glaciers, then Homer and across a thousand miles of open ocean back to the lower 48. I can't wait to do this again.

My MU-2 can turn gently inside a half a mile, take off and land in under 2000 feet, touch down at 87 kts. There's not a light jet in the sky with the utility of an MU-2. In the pattern with 20 degrees flaps and gear down it is amazingly docile. When I practice engine cuts and other single engine operations with Reece the plane does exactly what it's supposed to do. No Surprises in what you tell it to do. PLEASE CALL REECE HOWELL OR PAT CANNON OR BOB KIDD at Intercontinental Jet over in Tulsa AND ARRANGE A DEMONSTRATION; **LEARN FIRST HAND FOR YOURSELF HOW AND WHY AN MU-2 FLIES CORRECTLY AND SAFELY.**

The Aerostar I'd hung my life on many times was an old friend, unfortunately the subsequent owner (ATP rated) and another ATP pilot killed themselves and destroyed the plane when losing an engine on takeoff

READ THE REPORT on N869CC from March of 04.

Whose at fault ??? This "loss of control of the airplane" was pre set by the pilot !!

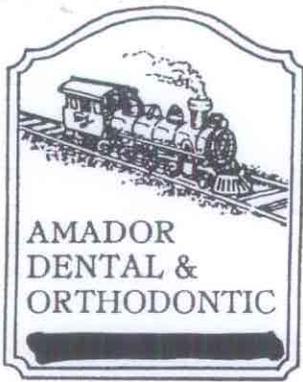
What of the two light jets that cost a group of people their lives in Aspen Colorado and the crew of two in Texas. The Aspen plane was a Gulfstream and the Texas plane was a Gulfstream and incidentally the article stated that the Texas Gulfstream was headed to pick up former President George Bush Sr. when it hit towers only a few hundred feet off of the ground. Do these (and many more) really bad accidents fit the "loss of control of the Airplane" description?? It is obvious that they do. **More people died in a highly regarded Gulfstream Jet with a greater seating capacity to take innocent people to their deaths than a Mitsubishi.** Why is there not an "Airworthiness Concern Sheet" for the Gulfstream????

Flying AND DRIVING have inherent risks. We have to pay attention !

I've just spent TWO hours writing this as it's VERY IMPORTANT -- I'm hoping that I'm heard.

Most Sincerely and Thank You,

[REDACTED SIGNATURE]



[Redacted]
International Association For Orthodontics
ORTHODONTICS • ORTHOPEDICS • TMJ
FAMILY AND COSMETIC DENTAL CARE

Marian Blakeley 9/12/05
Mr (Doug) Rudolph

I use and Fly my
Mitsubishi MU-2 SN 398
as a business tool ~ 70% of
the time. With ~ 1200 hrs
mostly Twin Time, the MU-2
has been wholly predictable and
of I deal utility for my missions
I depend on this my only chosen
aircraft. Please support the Fixing
of Pilot problems re close in slow turns
on one engine (ALL TWINS have this issue)
IS the issue, NOT the MU-2.
The Plane DOES what Shah you. [Redacted]
the Pilot tells it. [Redacted]