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Subject: GIV Colorado abort takeoff
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Jeffrey,
Thought you would find this interesting,.

Couple days ago a GIV experienced an aborted takeoff due to aircraft failure to rotate at V1.,

Similar to Bedford accident only this aircraft was able to stop safely on the runway since it was 9000 feet long

ARTHUR WOLK CORRECTLY CALLS CAUSE OF BEDFORD GULFSTREAM CRASH

New Incident In Colorado Confirms Suspicions

Shortly after the fatal Gulfstream IV crash at Bedford Mass last year, air crash lawyer and jet pilot Arthur Alan Wolk suggested the cause of the crash was failure of the elevator actuator that caused the aircraft not to respond to crew inputs at takeoff.

The attempted rejected takeoff was unsuccessful and all aboard died in the fiery aftermath.

The NTSB, aided by the manufacturer, was about to blame the flight crew when on February 7th of this year, another GIV suffered what appears to be precisely the same mechanical fault. When the flight crew moved the controls rearward to rotate for takeoff they got nothing. The crew got no response from the elevators of the aircraft and rejected the takeoff, the brakes caught fire from the heat of stopping on every inch of the 9000 foot runway averting a disaster to the 7 aboard. The runway at Bedford Mass was shorter than that at Eagle Colorado.

Following the Bedford accident, the NTSB totally ignored another similar incident at the Palm Beach International airport in 2006 when another GIV suffered the same anomaly and that crew was able to reject the takeoff as well. In fact the NTSB was unaware of that incident and ignored the elevator control as potentially causative of the Bedford accident.

While they were about to zealously blame the flight deck crew in the Bedford accident for failing to move the elevators to test their movement prior to takeoff, without finding any defect in the elevator control, the NTSB had been hoodwinked into not realizing that the elevators didn't move even though the crew had likely tested them as part of the pre-flight checklists. The NTSB simply didn't understand the flight data recorder information and its significance or the manner of operation or failure modes and effects of the elevator control.

The Wolk Law Firm sued the NTSB to get the docket of its investigation which it reluctantly gave up which mentions nothing about the most recent incident nor any understanding of how the elevator control works or fails. In fact even though the Bedford crew is reported to have uttered the words "flight controls" before the crash, the NTSB ignored the obvious cause of such a crash given such an excited utterance.

These three incidents/accidents reveal that there is dangerous flaw in the elevator control of Gulfstream aircraft similarly equipped. It is unforgiveable that the NTSB can be so inept.

Perhaps, like in the Boeing 737 crashes in which Wolk also correctly called the cause and then spent nine years proving it, the NTSB should suck it up and listen for a change. Wolk warned the NTSB before USAir 427 that the Boeing 737 rudder control was flawed yet the NTSB ignored that warning and another 133 people lost their lives. Later the NTSB agreed that Wolk was correct. The aircraft rudder control system has since been modified.

If the NTSB will listen again, maybe some lives can be saved in Gulfstream aircraft which is the mandate of the NTSB anyway. However, so long as it continues to refuse to understand aircraft systems, and continues to let industry lead it around by the nose, the NTSB will get it wrong most of the time.

Arthur Alan Wolk

February 10, 2015

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Sent from my iPad