

Sir,

This memorandum is to give my personal account of the events of June 8th at JBER.

My name is SMSgt Kirk P. Engnes and I am a Guardsman here doing my drills at the 176th MXS, Joint Base Elemendorf-Richardson.

My full-time civilian job is an Aviation Safety Inspector with the Federal Aviation Administration out of the Juneau FSDO.

SMSgt Shea Dodson and TSgt Katherine Baca decided to rent a Cessna 182 and fly to Talkeetna on June 8th to do some sight-seeing, look at Shea's cabins on Fish Lake.

During this flight, Shea Dodson was PIC, TSgt Baca and I were passengers.

I do have Private (Part 61) and Drone (Part 107) certificates, but not current (no 3 landings in 90 days) and have no experience with Cessna 182.

I did try to help with traffic management (using my iPad and Sentry), weather awareness (Foreflight) and listening for radio calls throughout the flight.

Flight up to PATK no issues, with landing had winds 12G17 and it was a very soft touchdown.

Return flight we made a slight path adjustment to avoid precipitation cloud but no real issue.

Landing at JBER:

Landing checklist was ran, Winds were 5 knot direct crosswind (from memory), with 30 or 40 degrees flaps on final.

Approach was perfectly over centerline, approach speed was 65 knots last time I checked on final so we were not coming in fast at all.

As we came across the threshold, Shea flared slowly to an intermittent stall warning horn with what I would call the Captains bars as the touch down point.

At estimated altitude 2-3 feet, we were nose pitch high in the flare, lost our last amount of airspeed and dropped (with mains hitting first and no bounce).

I would say the landing was hard but NOT anything above what I have seen before.

Shea was very safe at all times, using great radio calls, checklist and pattern management including final speed last time I checked (no AS indicator on right seat).

I feel like that a small amount of crosswind with flaps may have caused us to float just enough to create the hard landing.

Upon taxiing back to the ramp, Shea did say that he felt some resistance in the pedals and he was going to write it up.

After shutdown, Shea and I both inspected the front strut (2-2.5 inches of chrome with movement) and scissors were normal (I remember looking for a steering damper because I am not familiar with a 182).

At that point, Shea and I talked about that we thought there were no reason to believe anything was damaged, but to be safe Shea said he was still going to write in up in the 781s.

In my opinion, Shea did nothing reckless or unsafe to include any human factors and this damage may have been aggravated (in other words pre-existing).

Please feel free to contact me and I would answer any questions to the best of my ability.

[REDACTED]
[REDACTED].

Thank you.

STATEMENT OF EVENTS

Pilot in Command: Shea Jared Dodson [REDACTED]

Passengers: Kirk Engnes (Front Right Seat) / Katherine Baca (Back Seat)

Aircraft: Cessna 182 (N9209H)

Date of Incident: Wednesday, 8 June 2022

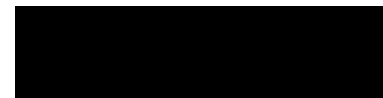
Route of Flight: Elmendorf AFB (PAED) -> Talkeetna (PATK) -> Elmendorf AFB (PAED)

At approximately 1700 hours (Alaska Local) I departed PAED with 55 gallons of fuel, two passengers and myself as Pilot in Command on a round trip flight to PATK for site seeing, and a return to PAED. I filed a flight plan online for the leg to PATK and the return to PAED. I also filed our flight plan via phone to JBER Operations as required. Departing on runway 06 from PAED went as planned with no issues, but there was a 6-knot tailwind that increased takeoff roll, but it was no factor in conducting early turn out over runway 34 and climb thru the traffic pattern altitude of 800 feet which JBER tower cleared me for upon request. Once given permission to switch frequencies from JBER tower I opened my flight plan with Kenai Flight Service.

During the leg to PATK light turbulence was experienced over Willow airport, but was no factor. Upon tuning into PATK ATIS winds were reporting at 340 degree at 10-knots with gusts of 14-knots. Listening into CTAF for PATK two other aircraft were in the traffic pattern and landing on runway 01. With winds within limits and being a 30 degree quartering headwind I decided landing was well within my skillset, and within limits of the aircraft capabilities. I crossed over PATK from East to West at 019 feet and executed a circling 45 degree entry for the left downwind leg with intentions of a full stop landing on runway 01. I made positional radio calls at 20 miles, 10 miles, and in the pattern on PATK's CTAF frequency. Landing at PATK on runway 01 went without incident and right on the numbers. I taxied to transient parking where we met with my father in law who gave us a ride to tour Talkeetna and our cabin property. I will note that the original flight plan had our return to PAED at 2015 hours, but at 1930 hours our trip was going longer than anticipated so I called both Kenai Flight Service and JBER Operations to let them know my new ETA at PAED was to be 2115 hours, as we spend a little more time than anticipated touring our property, and I wanted to make sure our flight was accurately tracked.

At approximately 2030 hours, I completed my pre-flight checks, received the ATIS noting winds were still out of 340 at 9-knots and taxied to runway 01 at PATK to complete the engine run-up prior to departure for the return leg to PAED. Once complete, I departed without incident via runway 01 making radio calls upon taxiing, taking the active and stating intentions to depart via the left traffic pattern of runway 01 with intentions of heading back to PAED. Departure from PATK was without incident and went smoothly. The return leg from PATK to PAED was much smoother and light turbulence was only experienced for about 5 minutes again by Willow Airport. Over Goose Bay Airport at 2114 hours I closed my flight plan with Kenai Flight Service as I had Elmendorf AFB in sight. At 2115 hours I checked in with PAED tower stating my Location over Goose Bay Airport, ATIS information, Altitude, and Intentions in return I was cleared for and told to report Base for runway 06 while given altitude deviation to stay at 025 feet (over the cook inlet). My front passenger and I both noted that we would have 5-knot cross winds upon landing on runway 06 as the ATIS weather had reported, which I decided was well within the aircrafts limits and my own. Upon entering the base leg I was at Traffic Pattern Altitude, had already completed and verified my before landing checklist actions, had set 10 degrees of

flaps, and reported to PAED tower as instructed. I was given the clearance to land on runway 06 and no traffic was in the pattern. Upon slowing to 75-knots indicated airspeed I put in 20 degrees of flaps prior to starting my turn to final. Once turning final at 70-knots I put in 30-degrees of flaps, lined up right on centerline and continued my decent to my aiming point. Remaining centerline of the runway, just prior, to flare in ground effect, I verified my speed one last time and I was at approximately 60-knots then gained my sight picture down the runway again and began my flare prior to touchdown. While in ground effect while hold back on the yoke to have a proper nose up attitude, I do recall as small "Float" what I believe to be due to a change in winds to a head wind but it was minimal (possibly a 2 foot lift) but did cause a little longer time in ground effect. I maintained my backpressure on the yoke keeping my nose up attitude, and then the stall warning horn started to sound, but I knew I was just 1 or 2 feet above the runway and would touch down any second. Upon touchdown my main landing gear hit first, and it was harder than I anticipated. I was also in a little higher nose up attitude then I normally would be, and when the nose came down from relieving backpressure on the yoke it came down harder than I anticipated. I would most certainly call this a hard landing, but do not believe this landing was hard enough to cause a bounce of the aircraft. However, being a harder landing, the possibility is there, but I believe it would have been a minimal (somewhere between 1 and 2 feet) in my estimation. Shortly after the nose can down I noticed a small shimmy in the nose gear that dissipated quickly. Having flown this aircraft many times, with over 200 landings in this aircraft specifically, a shimmy in the nose gear is not uncommon and I've experienced much worse than what I experienced this time so thought nothing off it. I did however notice shortly after landing when needing left rudder that my pedal would only go to a neutral position when pressed. To clear the runway, and taxi to the Elmendorf Aero Club I was free to use right rudder, but my left rudder I had to use active braking to turn. Once parked, tied down and chocked, both my passengers and I did a walk around of the aircraft to see if there was any visible damage causing the rudder issue. With one passenger being a FAA Safety employee and pilot, the other being an Aircraft Maintainer for 7+ years we were all curious as to what could be causing the rudder issue. I checked the Struts (both main and nose), Cowling, Props, and Oleo Strut all which did not show damage and the Oleo responded to up pressure properly. However, I knew there was a malfunction to the rudder pedal so I wrote up the discrepancy in the Aircraft Forms (Form 781) and placed the aircraft binder in the "Broken Birds" box as required. The next morning at approximately 0700 hours I called the Aero Club manager to let him know I had in fact experienced the rudder issue after a harder landing, and it needed to be looked at ASAP. At around 0900 hours I received a call from the Aero Club manager notifying me of the damage that had been sustained and that is was significant.



SHEA J. DODSON