

Inspector statement

N476XP

11/02/2012 1830

Received a call from Betty Parker ROC

She advised that there was an aircraft accident at brown county airport and it happened at 1801Z. Aircraft was a Cessna with 2 people on board. Pilot has minor injuries. She said it was off airport property State trooper on scene and contact information was dispatcher Yokey [REDACTED] she had no other information.

I then called Dispatch and got location of site and lead officer Sgt. Hayslip [REDACTED] was transferred to Sgt Hayslip He advised Pilot self-extracted and is ok he refused all medical attention. Aircraft was a Pilatus PC6 according to pilot and there is was only on board.

The pilots name is Peter Morris Burdorfer [REDACTED]

[REDACTED] Daughters phone [REDACTED]

I took information and called front line manager Jeff Bowling. A verbal Ok was given to proceed to site using G car.

When I arrived I spoke to Sgt. Hayslip He advised that pilot has minor injuries and cut on hand refused medical. They will send copy of report to me.

Spoke to Pilot and gave him the bill of rights, he was visually shaken up and emotional. He said that it was a pilot error he thinks he was too slow. He had full flaps and did a three point landing. When he touched ground the airplane bounced. He decided to go around. He initiated full throttled, and when he did the aircraft torqued right. He applied full left rudder and full left on control horn he did not get response the airplane rolled and struck trees.

I requested that he sit and write a statement and read PBR. He was too shaken and requested to meet the following day. State police escorted him to local motel.

I conducted a full interview on 11/3/2012 9:05am

He was very emotional and said that he didn't sleep all night. He re-evaluated his life and was giving up flying. He stated that when he got home he was going to turn in his certificate.

At this time he recapped the incident. He said that he was lined up for landing and had full flaps down. He thought that he was too slow and when he touched down he bounced the aircraft. When that happened he applied power to proceed with a go-around. He went to full throttle and then aircraft banked right he applied full left rudder and aileron. He said that it is pilot error and hind sight he should have never flown the airplane. He is getting old and reflexes are slow. He also said that thinking back, he should have reduced power and he sure he was to slow. I requested his log book and he said that he didn't have it with him and will stop by the local FSDO and submit for copies. During the interview he said that he had over 4000 hours and 400 in this type aircraft. He ended the meeting stating that he was done with flying and will not fly back he is taking a bus.

Eddie O. Cunningham
FAA APMI