



## RECORD OF CONVERSATION

**Courtney Liedler**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: May 13, 2014**  
**Person Contacted: Mr. Thomas Kobe, Pilot**  
**NTSB Accident Number: CEN14CA237**

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### **Narrative:**

During a telephone conversation, the pilot stated he was flying in from Indiana. He was landing at his farm strip in Dowling, Michigan. He stated there was not a wind sock at the farm strip. Before landing, he obtained the weather from Battle Creek automatic terminal information service (ATIS), which reported winds from 230 degrees at 10 knots with no gusts. He stated the air was not rough during the flight and he had no expectation for windy conditions.

The farm strip was aligned on a heading of approximately 090/270 and was 2,400 feet long. He was approaching from the west. As he cleared the obstacles he noticed he was descending faster than normal. He pulled the throttles to idle to land and was almost on the ground when he felt something like a wind shear. He added power but was unsure exactly how much he added. As he got closer to the ground, the airplane was pushed toward the north side of the runway to the edge of the landing strip. As the airplane veered off the strip the wingtip collided with brush and the nose wheel broke. The pilot believes the airplane's wheels were on the ground at the time of the wind shear indicated by skid marks going sideways off the landing strip surface.

When he got out of the airplane, he noticed the wind was "blowing heavy." His son was in the shop nearby and came outside when he heard the pilot approaching to land. When his son got to the airplane he remarked how much the wind had picked up. The pilot stated the wind "caught him off guard."