

Liedler Courtney

From: [REDACTED]
Sent: Tuesday, August 26, 2014 12:28 PM
To: Liedler Courtney
Subject: FW: N737SY

Curt Lindauer

Principal Avionics Inspector
Federal Aviation Administration
SPI FSDO, [REDACTED]

From: Gary Shafer [REDACTED]
Sent: Monday, August 11, 2014 9:57 AM
To: Lindauer, Curt (FAA)
Subject: FW: N737SY

Hello Curt: I'm going to send to you the email statements I received from the last pilots of that aircraft. My note to them and their response start here. I have one more for you. After forwarding those emails, I'll send you some pictures we have of the aircraft. Please contact me with any questions. Thanks, Gary

From: Christopher Adam Fischer [REDACTED]
Sent: Friday, July 18, 2014 1:01 PM
To: Gary Shafer
Subject: RE: N737SY

Hey Gary,

Yes I'm aware of the issue on 7SY, I was there with Jeff Potter when he discovered it. I do not believe that this issue was caused by either of the checkout flights that I conducted with Kyle Menigoz or Evan Wade. I know both Kyle and Evan personally and have flown with both of them before during their training at SIU. They are both experienced pilots that are near the end of the program at SIU aviation.

On both of the checkout flights with them I conducted a standard three takeoffs and 3 landings at KMDH. Both operations with Kyle and Evan the landings were soft with no surprises or anything memorable. Both days the winds were light and variable and it made landing very smooth for both of them. There was no hard landings between the 6 total that I conducted with the two of them.

The only thing that does comes to mind is that Evan stated that the rudder controls (steering) felt strange during taxi (before our first takeoff). Unfortunately, I did not think too much of this at the time because 7SY is an older aircraft and Evan is use to flying the newer G1000 172s that SIU has.

Also, I do not think that this issue was caused by Dave Kampe. After discussing this with a several other pilots, I have come to the conclusion that this more than likely has been a problem that has gone unnoticed for some time now and has progressively been getting worse after each flight operation. Unfortunately it appears that

this has been missed on several preflights for who knows how long now. Jeff even mentioned to me that he was getting in the plane and about to go fly until he wanted to double check the nose wheel again.

Also, yesterday Nick at flightline informed me that a couple weeks back Parth Patel had rented 7SY and made note to flightline that the aircraft did not feel right. You will have to ask Nick about that as I think he is the only one that talked with Parth about the issue.

So I believe this to be an issue that has been around for awhile and thankfully was discovered now before something terrible could have happened.

Hope this helps to clear things up. If you need more information feel free to either email me or contact me on my cell phone at [REDACTED]

-Chris

From: Gary Shafer <[REDACTED]>
Sent: Friday, July 18, 2014 12:20 PM
To: David Scott Kampe; Christopher Adam Fischer; 'Kyle Menigoz'
Subject: N737SY

Dave/Chris/Kyle/Evan:

As you may have heard, 737SY, sustained significant front-end damage as a result, it appears, of a hard landing on the nose gear.

You folks were the last ones to fly that aircraft in the following order:

3. Kyle Menigoz and Chris Fischer
2. David Kampe
1. Evan Wade and Chris Fischer

Would you contact me to share what you can about this incident. This is an insurance matter now and we will need the pilot's statement. The adjuster will be here on Monday.

Now, I realize the potential implications for you here, so, if you'd rather quietly discuss this outside of any official statement, please know I will do that as well. It is not my intent to harm anyone in the process.

Thank you for giving this your immediate attention. I look forward to hearing from all of you.

Gary Shafer