

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 9:58 AM
To: Lindauer, Curt (FAA)
Subject: FW: N737SY

Curt: David is a senior instructor with SIUC and I have every reason to believe is quite honest re his comments. Gary

From: David Scott Kampe [REDACTED]
Sent: Friday, July 18, 2014 3:58 PM
To: Gary Shafer
Subject: RE: N737SY

Gary,

I had heard about 737SY and understand the significance of the situation. I had never flown the airplane until this week, when I took my wife and nephews to Sikeston for dinner. I took the airplane after Chris and Kyle had done a brief checkout. I did a standard preflight inspection with no notable abnormalities other than the rudder appearing to be more "loose" than what I'm used to with our 172s while moving it manually while standing at the tail. I verified cables were secure and didn't think much of it afterward. As far as inspecting the nosegear, I didn't notice anything abnormal visually, but didn't try moving it manually.

Upon taxiing to RWY 36R, there was no indication of control issue during turns, etc. Rudder control also seemed acceptable. Takeoff was normal. Upon arrival at KSIK, landing was normal and fairly smooth (on main wheels) with no side load even though slight crosswind existed from left. After landing roll and taxi to ramp was also uneventful.

Prior to departure from KSIK, I did not notice anything abnormal about airplane during preflight inspection. Taxi out and takeoff were also uneventful. Upon arrival at KMDH, the landing was again smooth and on main wheels first. There was no side load. Taxi to parking spot was normal. During the securing of the airplane, I did not notice anything abnormal but didn't have reason to inspect the airplane too thoroughly (especially nose gear area).

Our weight was well within limits with the limited amount of fuel on board, so there should not have been a problem with that. CG was also within limits.

I realize there really isn't any way to verify my statement other than accept my word. I'm not naive enough to think that my extensive experience excuses me from making mistakes, but I can assure you that there was nothing abnormal about the flight that would have resulted in the reported damage. Both landings were well within acceptable standards from PTS and certainly above average for me and any pilots I work with. I will be happy to repeat this information to the insurance adjuster if necessary, however I hope that this reply to your email suffices for now.

David Kampe

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