



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Jim Moore – FSDO Inspector

Date: September 19, 2014

Subject: – CEN14FA505

The airplane is in the mud off the end of runway 1.

Scuff marks are visible on the runway starting 1,877 feet prior to the end of the runway.

No visible rubber transfer on the runway.

Tire tracks in the ground - Distance between the nose tire and right main tracks is about 18 inches. Appears the airplane was sliding sideways.

Nose gear collapsed when the airplane contacted the down sloping terrain.

Flat spots visible on both main gear tires.

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region – Denver, CO

Record of Telephone Conversation

Person Interviewed: Erwin Funk – CXO Tower

Date: 9/9/2014

Subject: – CEN14LA505

During the telephone conversation, Mr. Funk stated the following:

He was working local control at the time.

The pilots flew the RNAV Runway 1 approach and broke out at minimums.

The airplane touched down just beyond the 1,000 foot marker which he considered normal.

The airplane's speed appeared normal at touchdown, but then it didn't decelerate as it continued down the runway.

There was heavy to moderate rain at the time of the landing.

Pam Sullivan

National Transportation Safety Board

Air Safety Investigator