

Fox Todd

From: Fox Todd
Sent: Tuesday, August 19, 2014 5:32 PM
To: Michael.Baker [REDACTED]
Cc: Fox Todd
Subject: RE: CEN14LA436 - Request for FAA Inspector Statements

Inspector Baker,

Thank you for your detailed inspector statement... I will include your observations with the case file associated with NTSB accident No. CEN14LA436.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Michael.Baker [REDACTED]
Sent: Tuesday, August 19, 2014 2:08 PM
To: Fox Todd
Subject: RE: CEN14LA436 - Request for FAA Inspector Statements

Let me know if you have any questions.

The post-accident investigation revealed the following:

- Aircraft's initial tire markings from the right tire commence at approximately 900 feet from the runway 18 threshold and continue in an arcing movement until the aircraft stop 30 feet east of the runway edge. Initial tire markings from the right tire are approximately 4 feet on the right side of the runway 18 centerline consistent with an aircraft's touchdown on the runway centerline.
- Aircraft's right tire revealed the accumulation of mud and grass on the exterior portion of the right tire and hub consistent with the single tire scar/signature that was evident as the aircraft vacated the hard surfaced runway in an arcing direction to the east-southeast. Mud/grass accumulation was packed into the wheel hub.
- Grassy area east of the runway displayed ground signatures of where the aircraft's propeller hub and blade impacted the ground. Damage to both of the aforementioned aircraft components is consistent with ground markings.
- All aircraft maintenance inspections/documentation, including airworthiness and registration certificates were reviewed for compliance.
- Exterior aircraft inspection revealed left wing damage – approximately outer four feet of wing with significant spar damage due to contact with ground. Grass transfer was found on left leading edge.
- Right wing tip displayed signatures of it contacting the runway surface during the accident.
- In addition to propeller hub and propeller blade damage, aircraft's firewall sustained substantial damage as the aircraft's nose over resulted in both upper engine mounts being bent.
- Aircraft's right main landing gear revealed significant damage to the gearbox itself and attachment point – skin wrinkling and door damage present in the immediate vicinity of the right main landing gear attachment area. Right main landing gear strut appears to have been bent inwards and aft, as

compared to the left, as substantiated by the change in right wheel camber. The aircraft's left landing gear did not display any significant or damage relevant to this accident.

- Aircraft's right tire is canted outwards and displays chord-wise scoring on the outer portion of the tire. Neither tire displayed flat spots or inconsistent tread wear – both tires symmetrical. Tire scoring on the right tire appears consistent with the single tire marking on the runway.
- Tailwheel is symmetrical with consistent tread wear. Turnbuckle attachments for left and right connections are appropriately safety-wired; continuity and freedom of movement verified.
- Flight control continuity established for aileron, rudder and elevator – all flight controls demonstrated proper deflection and freedom of movement; no flight control anomalies noted.
- Flap handle was exercised through all detents; aircraft was observed with flaps in first detent however airman stated he landed with 20 degrees.

Mike Baker
Principal Operations Inspector
Wichita Flight Standards District Office, FAA
ACE-FSDO-07
Office: [REDACTED] Fax: [REDACTED]
[REDACTED]

From: Fox Todd [REDACTED]
Sent: Tuesday, August 19, 2014 10:49 AM
To: Baker, Michael (FAA)
Cc: Fox Todd
Subject: RE: CEN14LA436 - Request for FAA Inspector Statements

I don't need any additional photos... thank you.

From: [Michael.Baker](#) [REDACTED]
Sent: Tuesday, August 19, 2014 10:45 AM
To: Fox Todd
Subject: RE: CEN14LA436 - Request for FAA Inspector Statements

Working on it this morning. Are you ok with the pictures or do you need more to assess substantial damage

Mike Baker
Principal Operations Inspector
Wichita Flight Standards District Office, FAA
ACE-FSDO-07
Office: [REDACTED] Fax: [REDACTED]
[REDACTED]

From: Fox Todd [REDACTED]
Sent: Tuesday, August 19, 2014 10:06 AM
To: Baker, Michael (FAA)
Cc: Fox Todd
Subject: CEN14LA436 - Request for FAA Inspector Statements
Importance: High

Inspector Baker,

When able, please email me a statement concerning your observations made during your postaccident examination of the Cessna model 170B, N60PE, that experienced a loss of directional control during landing at the Augusta Municipal Airport (3AU), Augusta, Kansas, on 16 August 2014?

Additionally, it would be helpful to obtain a summary of your conversation(s) with the pilot.

Please advise when able.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator