



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Pilot Information
CEN18LA056
Maple Lake Minnesota
November 22 2017

The FAA Inspector who responded to the accident scene reported the following information via email:

I received the pilot phone number (Tadd Fredrick) from the Cumberland Airport Manager on the afternoon of 11-28-17. The pilot stated in a reluctant tone via phone only that "the gear collapsed when I landed". I pleaded for any more details and he declined and said that he was too busy with corn to talk with me about his accident. I mentioned that I was going to see the aircraft the next morning.

On arriving at the airport, I looked at the aircraft and then proceeded out to the runway. I was puzzled by the distance travelled ** Slightly over 2200 feet ** – and how the gear collapsed on landing. I saw the three tire imprints rather clearly. The Right braking was more pronounced than the Left. It did show three wheels departing out into the grass where the Runway light was struck a good 1,000 feet down the runway. It continued to show three wheels through the grass travelling to the taxiway another 424 feet. The taxiway crossing also appeared quite normal with no braking and then the aircraft left the taxiway into a rock ground water drainage revetment on the north side of the taxiway a total of 1,644 feet from touchdown. The rocks were rather large in diameter, (Generally over a foot) and the tire tracks aimed straight for it. The Left wheel was more pronounced through the grass as the aircraft struggled to maintain level and this ground was sloped. The Right Landing gear impacted the rocks and it appears that the bolt sheared at this point. It is interesting to note that the strut did not bend and the direction or path of the aircraft did not alter! The tail skid was very pronounced at this point across the grass and then clear across the parking ramp straight as can be. Now after nearly 2,100 feet of ground travel – the aircraft made a 45 degree turn in another 100-foot travel hooking towards the impacted hangar. It is this Inspectors opinion that this hooking 45-degree turn is where the strut rotated and possibly fell out. And thus, the aircraft aimed in a near northbound direction for approximately 100 feet, as mentioned, into the hangar. It still hit the hangar with a tremendous amount of force.

I consider the aircraft destroyed with both wings impacted, the tail twisted, the empennage damaged, the prop destroyed, and the engine having a sudden stoppage.

The inspector reported in a telephone call that post accident inspection of the wreckage did not reveal any pre-impact anomalies.

[REDACTED]

[REDACTED]

[REDACTED]

Alexander Lemishko

[REDACTED]

Senior Air Safety Investigator
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