

Fox Todd

From: Joshua.L.Pritchard [REDACTED]
Sent: Wednesday, May 9, 2018 2:27 PM
To: Fox Todd
Subject: N3292Y CE182 BJC 5-7-2018
Attachments: Pilot Statement.pdf; 05-7-2018 N3292Y Alert III.pdf

Hi Todd,

I've attached the pilot's statement.

I will follow this email with some pictures.

The pilot's contact information is: Cell phone [REDACTED]. Address: [REDACTED], Golden CO 80403. He does not have email or a landline.

A couple additional items of mention:

The initial information received was the pilot had made no off airport landings. He did in fact make two landings at his grass strip prior to returning to BJC. The pilot described the grass strip surface as rough but not extremely bad. Similar to the rough on a golf course. It is mowed with a tractor.

The pilot stated he has made approximately 150 landings on this grass strip in the past three years- 50 per year.

The pilot had yet to pull power back so the prop strike was power on.

Touchdown was approximately 60 knots.

The pilot stated about three weeks earlier he had made a landing in winds gusting to around 40 knots, 45 degrees off of his nose, requiring full rudder and being heavy on the brakes, resulting in the left wing low to keep the aircraft straight. The pilot mentioned, thinking back, he wondered if it could have stresses the scissor link at that time.

The four bolts which secure the landing gear strut lower mounting point to the fork were recovered. One bolt is bent almost 90 degrees and broke the corner of the mounting block off at the bolt hole. The other three bolts have had the threads stripped off in what appears to be tension forces. Only the nut associated to the bent bolt was recovered, the other three could not be located.

A review of the airworthiness file noted on 2/8/1978 the aircraft was modified with STC # SA2-425, modification of nose gear for installation of 600X6 nose wheel tire. I have not researched exactly what this STC entailed.

I have also attached the "Rocky Mountain Metropolitan Airport Activity Response Report" provided by airport operations. This report contains the contact information for the witness which stated the nose wheel appeared to be pointed sideways when the aircraft was touching down. I have not had time to contact this individual yet.

The hand writing on the pilot's statement is a little hard to read so I went over the statement with the pilot yesterday and the statement is summarized as follows:

"On Monday May 7th at about 10AM I flew up to my grass landing strip on the BJC 220 radial about 15 miles. I made 2 landings and then returned to BJC. I made a normal 20 degree flap landing on 30L. When I lowered the nose it suddenly

swerved to the right and after about 100 feet went off the side of the runway and flipped over upside down. I was not injured and two men from the Air Force Academy were there waiting to take off came to offer help. They said the nose gear was canted during the approach. Apparently the nose gear was jammed in the canted position and left a long rubber skid mark about 100 feet (...) it hit the edge of the runway. The nose gear broke off and the strut dug in causing the nose to go down and plane flipped over. I was not injured except for a sore leg noted the next day where the yoke had hit my leg as I flipped over.

Roger Jay Burnell

[REDACTED]

May 8, 2018"

Sincerely,

Josh Pritchard

Federal Aviation Administration

Airworthiness Inspector

Air Methods Corporation, CMT

Denver Flight Standards District Office

[REDACTED]

Denver CO. 80249-6361

Phone: [REDACTED] / Fax: [REDACTED] / [REDACTED]

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