

Memorandum of Conversation

Date: 10 July 2018

Time: 0745 central daylight time

Conversation Including: James D. Smith; Pilot

Conversation Regarding: CEN18LA250, N2469C

Duration of Call: 30 Minutes



Summary & Factual Information from Conversation:

According to Mr. Smith, the accident occurred about 2010 central daylight time during landing at Rusty Allen Airport (RYW), Lago Vista, Texas, after an uneventful cross-country flight that departed Childress Municipal Airport (CDS), Childress, Texas, about 1740. Mr. Smith noted that he had landed at CDS to refuel before continuing to RYW and that the airplane had departed with a full fuel load of 58 gallons.

Mr. Smith reported that the surface wind was from 120° magnetic at 7 knots, gusting 17 knots, when he entered the traffic pattern for runway 15 at RYW. He noted that the wind direction became variable between 090° magnetic and 170° magnetic while the airplane was on the downwind leg. Mr. Smith made a normal approach for three-point landing with a left crosswind correction; however, the airplane rolled left and landed hard on the left main landing gear during the landing flare. Mr. Smith reported that the airplane bounced and that he was unable to regain roll control before the airplane landed hard again on the left main landing gear. The airplane bounced a second time and the left main landing gear leg fractured on the third contact with the runway. The airplane subsequently ground-looped to the left and came to rest heading about 180° from the original runway direction. The left main wing spar was substantially damaged when the left wingtip impacted the runway. Mr. Smith reported that he and his passenger (wife) were not injured during the accident.

The pilot stated that the airplane logbooks are not complete; however, there was no documented work on the left landing gear spring since the logbooks began in 1993. Based on the available information, the pilot estimated that the airplane had accumulated a total service time of about 4,101 hours. Based on the lack of complete maintenance documentation, it is unknown if the left main landing gear spring had been replaced or overhauled since new.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 10 July 2018 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator