

Fox Todd

From: Fox Todd
Sent: Tuesday, June 6, 2023 11:21 AM
To: Fox Todd
Subject: CEN20LA440 - Pilot Statement to FAA (email)

Importance: High

From: Ojeda, Jose (FAA) [REDACTED]
Sent: Tuesday, February 9, 2021 1:53 PM
To: Gallo Mitchell [REDACTED]
Subject: FW: Mills 362AE License and Medical

Pilot's statement

Respectfully,

Joe M. Ojeda

Principal Avionics Inspector
San Antonio FSDO

[REDACTED]
San Antonio, Texas 78216-4118

Cell Number [REDACTED]

Office Phone: [REDACTED]

Fax Number: [REDACTED]



Federal Aviation
Administration

From: Mills, Stephen [REDACTED]
Sent: Wednesday, October 14, 2020 12:35 PM
To: Ojeda, Jose (FAA) [REDACTED]
Subject: RE: Mills 362AE License and Medical

Hope this helps Joe,

While I was wings level on short final (maybe about $\frac{3}{4}$ of a mile) I felt an uncommanded yaw that I fixed with rudder input. I attributed it to a crosswind gust at the time (the previous ATIS was reporting crosswinds of 10 gust to 20) and continued with the approach.

The wings stayed level and the nose was aligned with the centerline until crossing over the threshold. The speed, power setting and glideslope were all normal. Shortly after starting my pull back to flare the right wing started dip and only got more pronounced as I continued to flare. The aircraft did not respond to any of my corrective inputs.

The right wheel hit first. I would guess I was in a 20 degree bank. The aircraft departed the runway at about a 20 degree angle.

The fuel on board was 600lbs each wing. The winds were a direct crosswind of 6 knots. The evening was clear and the sun was just setting.

There is no doubt in my mind that something mechanically went wrong. The approach was benign and totally stable. The weather was perfect. I noticed nothing wrong before the event but the aircraft acted like no other I have ever flown.

I've have since attempted to simulate the event in the simulator and have found at least one plausible cause that closely simulated what I experienced. A failed engine and/or a failed NTS (negative Torque System) on the right side.

Let me know what else you need.

Steve

From: Ojeda, Jose (FAA)

Sent: Wednesday, October 14, 2020 10:36 AM

To: Mills, Stephen

Subject: RE: Mills 362AE License and Medical

Good morning, Mr. Mills.

I am continuously working on N362AE and would like for you to elaborate a little on your statement.

This is what Mr. Payne forwarded me as your statement but I had a couple of questions...

During visual approach to landing at KSAT Runway 13L, on short final, the aircraft began to yaw significantly to the right. I corrected with rudder just prior to the flare. I noted that the amount of rudder needed was excessive to what was expected. The aircraft banked uncontrollably to the right just prior to touchdown and the right wing dipped and pulled hard to the right, coming down hard on all three wheels. The aircraft departed the runway and the nose gear collapsed upon contact with the dirt. It then came to a stop. There was no fire associated with the accident and there were no injuries.

Please expand on the "yawing significantly to the right." Did it feel mechanically induced or from external forces (please elaborate with as much detail as possible)?

You stated "the aircraft banked uncontrollably to the right just prior to touchdown." Please expand on this. Was it something you felt mechanically induced, external forces contributing (wind shear, etc.) or something else?

Were you aware of any high winds, crosswinds, or wind shear, etc.?

Was there any other weather or climate conditions that might have contributed to the situation?

What was your fuel status at the time of landing (by the time I saw the aircraft, the aircraft was completely defueled)?

Were there any other mechanical anomalies you noted during the flight or just prior to landing?

The more detailed timeline of events, the better it will help me so, I would most appreciative of any assistance.

If you have any questions or comments, please feel free to contact me.

Thanks and have a great day.