

From: [REDACTED]
To: [REDACTED]
Subject: Fw: landing incident with n140r, cessna 305
Date: Monday, September 27, 2021 7:48:06 PM

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Mike, This was brought to my attention today. Mike observed the following prior to our departure to Billard. This is a copy of the email I sent to the FAA. Thanks, Ric Middlekamp

From: ric m [REDACTED]
Sent: Monday, September 27, 2021 8:37 PM
To: Terrell, Richard (FAA) [REDACTED]
Subject: Re: landing incident with n140r, cessna 305

Hi Richard, Rick Douglas Middlekamp, [REDACTED]. Pilot number [REDACTED].

I received a phone call today from a Mike Morgan, a pilot at FLV. While we were doing some touch and go practice at FLV, prior to our departure to Billard, he noticed the tail wheel of our aircraft doing "360 degree rotations" after take off. He said he tried to call us on the radio, but I do not remember that broadcast. I will be passing on this info to the NTSB, certainly, if the tail wheel was not aligned prior to touch down, this could create a serious control situation. Mark's number is [REDACTED], if you would like a first hand account. Best, Ric

From: Terrell, Richard (FAA) [REDACTED]
Sent: Monday, September 27, 2021 2:21 PM
To: ric m [REDACTED]
Subject: RE: landing incident with n140r, cessna 305

Mr. Middlecamp,

Please include your full name, address, phone number and pilot certificate number on this report.

Thank you,

Rick Terrell

*Principal Aviation Safety Inspector
GA Airworthiness
Wichita Flight Standards District Office
Telephone: [REDACTED]
Fax: [REDACTED]*

From: ric m [REDACTED]
Sent: Friday, September 24, 2021 9:29 AM
To: Terrell, Richard (FAA) [REDACTED]
Subject: Fw: landing incident with n140r, cessna 305

Hi Richard, Thanks for your call this morning, obviously I would like to get this wrapped up as soon as

possible. I have been flying for over 40 years, and never had an accident or incident. Needless to say the main damage in this was my ego. Attached is a brief I sent out just after the accident. I have added some additional comments after email.

From: ric m

Sent: Monday, September 20, 2021 11:25 PM

To: John Schmidt [REDACTED]; Guy White [REDACTED]; Stephen Frushour

Subject: landing incident with n140r

As everyone is aware, I had a landing incident with the L19 birddog on September 18. Had done several take off and landings prior to the incident at the Fort Leavenworth airport, all without incident. I suggest to Guy White, (back seat) that we fly up and check out Billard Airport to see if the cafe was open. Perfect day for the short flight. We were cleared to land runway 31. Winds 290 at 2. Touch down was normal, but the aircraft immediately veered to the left. Full right rudder was not sufficient to correct the condition. The aircraft exited the runway, and the left wingtip struck the ground causing substantial damage to the wing.

I was dumbfounded at what had just happened. I asked Guy if he noticed that I did anything incorrect, or was an issue. He said everything looked correct to him.

We had been flying our approaches at 70, touchdown around 55. I felt 55 at touch down felt excessive in the landings I had performed. Since there was no wind, I decided to hold the touch down until approximately 40 knots. Everything was fine for a second or two. Then we were off for a ride.

I called Stephen Frushour, previous owner of the airplane. With 1700+ hours in that airplane, he would be an authority of what might have gone wrong. Here is an excerpt from what he said: .. The usual problem is that the stick has to be full hard back. (Just back doesn't count.) If it isn't hard back.... IT WILL GO TO THE LEFT! The torque of the 90/47 prop alone will turn the plane. At touch down in a three point, just a small reduction in speed gives you no directional authority with rudder. "

The decision to radically alter the touch down speed caused the incident. The reduced the speed of 10+ knots left the aircraft in a situation where rudder control was insufficient to to control the aircraft on the ground. . And whereas the aircraft was completely controllable at the 40 knots, in the air, this slower speed requires differential braking to keep the aircraft tracking straight once it was no longer flying. in the previous landings, the extra airspeed allowed sufficient rudder control to keep the aircraft straight on the runway.

Let me expound on the landing. The flaps were at 30, and our approach was at 70. We touched down in a 3 point attitude at 45-40 knots. Eyes were outside the airplane. The plane rolled out straight for about 200 feet, and then went hard left. My touch down point had been the 1000' marks, and hit that on the nose. The angle off the runway was about 30 degrees, and we were past the papi lights. I saw some small outbuildings that were in our path. I had plan to let the plane roll out straight, but it looks like we were on a collision course for those buildings. I reapplied the right rudder, and some brake to get the ship to turn right. The aircraft did come to the right, and we were just about to a stop, I would say jogging speed, when the tail when left, and the aircraft rolled up on the left side. No prop contact, as a matter of fact the engine continued to run through the whole ordeal. Don't know if I hit a pot hole or something like that. I am sure the skid marks are still on the grass off that runway. I collected my wits, contacted the tower, and taxied the aircraft to the ramp.

Guy White, a US Army pilot, has some time in the I-19, as a matter of fact he demonstrated the aircraft to me. His phone is [REDACTED], should you want to talk to him.

Unless the aircraft was rigged improperly, or had some other type of issue, I find it hard to believe that you will not have directional control with the rudder at 30 knots or less. Never flown an airplane that had that kind of issue. Flown bigger, more powerful airplanes (steerman, p51). lots more torque, but that is an issue on takeoff when the engine is making power. Landing, engine at idle, no handling issues. And if really was an issue, 3 point landings should not be done, wheel landings with the extra airspeed for control should have been emphasized.

I spoke with Mike Folkerts with the NTSB on Thursday around 1030am. His number is [REDACTED]. He said because of the wing damage, he would classify this as an accident, not an incident. If you would like me to send you those pics, just let me know. Forget that, I will just send them to you.

I co-own the aircraft with John Schmidt, the registration and all the other required paperwork is in the aircraft.

OK, gone on way to far, let me know if there is anything else you would like to see or have explained.

Thanks, Ric

From: [REDACTED]
To: [REDACTED]
Subject: L-19 Synopsis
Date: Wednesday, September 29, 2021 1:59:17 PM

Sir,

As discussed earlier,
We were on the final approach to Billard (KTOP) and Mr. Middlekamp was doing everything as he had done before at Sherman Army Airfield (KFLV). He established a good attitude to make a full-stall 3-point landing. From the backseat, I could not see the instruments so I focused my attention on the pedals. On initial touch down, the aircraft bounced and settled and I believe that Mr. Middlekamp released some back pressure on the stick but I am not 100% sure of this. His use of the pedals was correct for arresting a left drift. The aircraft however continued to drift left until the left main wheel ran off the asphalt. At this time the tail began to swing to the left and the aircraft "hopped" on the left main gear which caused it to buckle. The second bounce made the left wing contact the ground and the aircraft resettled onto the main gear. During the second bounce, my left elbow made contact with the left rear plexiglass window and went through it with no injury to myself.
The prop never contacted the ground. We taxied the aircraft onto the FBO ramp.

Guy White

1. Substantial left wing damage to include the outboard wing, wing spar and aileron. The wing was substantially bent upward approximately two feet, indicating severe impact with the ground. In addition, the aileron was substantially damaged and immovable.
2. The left elevator was substantially damaged indicating contact with the ground. The elevator was immovable.
3. The left fuselage outer skin at the firewall location was crinkled/bent. At this time, it was not able to determine if any damage to the firewall was obtained.
4. The left wing/wheel strut (landing gear) was bent downward approximately at a three-inch angle twelve inches from the lower end.
5. A large piece of the passenger window was broken out. It was reported by the pilot that the passenger's elbow broke the window during the landing.
6. No apparent damage to the engine propeller.

49 §830.2 Definitions.

As used in this part the following words or phrases are defined as follows:

Aircraft accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. For purposes of this part, the definition of "aircraft accident" includes "unmanned aircraft accident," as defined herein.