



RECORD OF CONVERSATION

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Date: March 30, 2022
Person Contacted: Rob Rowe, airplane owner
NTSB Accident Number: CEN22LA153

Present for Conversation:
Brooks "Chip" Vaughan – FAA
Damian Galbraith – Piper Aircraft, Inc.

Narrative:

During a telephone conversation Mr. Rowe stated the event happened about 1200 feet down the runway after he had rolled about 500-600 feet from the touchdown point. He landed rolling to the left. For this airplane you have to dance the pedals and hold the nose off as long as possible. , He was applying left rudder, but the airplane was going right, it went where it wanted to go Everything felt normal prior to touchdown. It was a little bumpy coming in, he landed left of the center line, he was tapping to the right to get back. As he got back to center it went hard right. He never went to beta. He recalled the winds were from 220 at 16 gusting to 22. He probably touched down about 80 knots. He doesn't recall any brake input, no doubt the airplane was in a skid. He felt the nose wheel had a mind of its own.

Engine cycle logbook is in the pocket. 75-78 hours on the airframe. He has owned it since new. He has flown this airplane 60+ hours, 30 hours of dual instruction at Legacy and signed off on December 3. This is his first retract airplane. He has around 930 hours total time. His Piper dealer was Jeff Krell. He went out west to do high altitude work.

He picked up the airplane with white landing gear. After training the LG were pulled off at Flightline during 50 hour inspection and repainted black. He did not check the tire pressure prior to the accident flight, but did the flight prior. The tire pressure gage in his kit when he bought the airplane only goes up to 45 psi. As a brand new airplane he felt it was very squirrely.

During his initial flights with this aircraft he commented to the sales staff that the nose gear steering & responsiveness was quite different from other aircraft that he had experience in. The Piper sales staff responded that this was normal for this aircraft and he should get used to it. During the event he stated that it was as if the rudder pedals and the nose gear steering were not connected. The nose gear had a mind of it's own. He stated that he had confidence that he could not have done anything else to have a different outcome. The aircraft tried to kill him and his training had saved his life.