

From: [REDACTED]
To: [REDACTED]
Subject: accident 442TM
Date: Friday, May 19, 2023 11:27:21 PM

In the pattern at KDKB for runway 27 landings. Winds were reported around 290 14G19 knots. One report was gust to 21, I believe. Pilot flying was checking out in the aircraft and had completed his airwork and emergency procedures very satisfactorily.

He touched down nicely but the aircraft ballooned back into the air. I ordered "go around" and he immediately added go around power. Shortly after as the aircraft accelerated and was in slight climb at around 25 feet, the aircraft came down hard on the runway collapsing the nose gear and departed the runway on the south side opposite taxiway B2.

The 3 of us in the aircraft were ok and we safely exited the aircraft.

Charles W Lundsberg, instructor, CFII [REDACTED]

Douglas Lewis
Flight Standards District Office
DuPage Airport & Flight Center
Federal Aviation Administration

May 21, 2023

RE: N442TM

Mr. Lewis,

I have been requested to provide to you a brief description of the events from my perspective that transpired on May 19, 2023 involving N442TM at DeKalb Airport.

We (Kenneth Lea {original owner}, Wes Lundsberg, Eli Caron, and myself) completed a test flight in 442TM at about 8:45 AM to assess whether to proceed with purchase or not. We decided to proceed and completed paperwork to acquire the aircraft.

We (Wes Lundsberg, Eli Caron, and myself) then fully fueled the plane and proceeded with certification flights with Eli Caron in left seat and myself in the back. This flight was uneventful save for the inadvertent breaking of the avionics main power switch which, in its broken state, remained functional.

After completing Eli Caron's certification requests/procedures, we returned to the FBO for debrief and further ground instruction by Mr. Lundsberg. We then reboarded the airplane with myself left seat, Mr. Lundsberg right seat, and Eli Caron in the back. I took off and climbed to 4000 feet and proceeded to complete maneuvers as requested by Mr. Lundsberg that included proper prop and throttle management in various phases of flight, stalls, and steep turns, etc.

We had contacted Win Aviation earlier about the possibility of repairing the avionics power switch and were informed that they could repair the switch upon arrival early afternoon. We returned to DeKalb airport and entered downwind and proceeded to land without event and immediately taxied to Win Aviation hangar where the switch was repaired uneventfully.

We reboarded the airplane with me, left seat, Wes Lundsberg right seat, and Eli Caron in the back and proceeded to taxi to runway 27. AWOS was checked and to my recollection, the report was winds between 290 and 310 at 13 knots with gusts to 23 knots, and barometric pressure to be 30.01 (which was entered into the Aspen PFD and altimeter).

The takeoff was performed with no flaps, closed pattern, a bit bumpy/gusty but otherwise uneventful. Pattern procedures were normal with full flaps selected on final. The throttle reduced to cross the threshold at about 80-85 knots. Initial flare to touchdown occurred at that speed however the plane ballooned in the winds to what I would estimate was 10 feet such that Mr. Lundsberg called for a "go around". I recall Eli also voicing "yes, go around" from behind me. I immediately advanced the throttle to full. Momentarily, with my left hand on the yoke with back pressure of the flare remaining, the nose of the aircraft dropped dramatically to the ground such that the nose gear collapsed. The aircraft then veered off to the left side of the runway, onto the grass in a slow leftward rotation until coming to rest pointing 090.

I recall the engine increase with throttle and did not change flap setting or any other setting in the cockpit. The drop of the nose of the airplane was precipitous such that neither I, nor Mr. Lundsberg had time to react with additional back pressure on the yoke. It felt as though the stabilator instantly lost effectiveness/authority without time to react so close to the runway.

Gratefully, the event did not result in any bumps, bruises or injury to any of us and we exited the aircraft in utter befuddlement and disbelief in what had just happened.

Having replayed the event nearly continuously in my mind since it occurred, this description is, to the best of my knowledge and ability, wholly accurate.

Please do not hesitate to contact me regarding any questions or clarifications deemed necessary.
I can be contacted as per below.

Sincerely,

Reginald D. Rice, Jr.



From: [REDACTED]
To: [REDACTED]
Subject: N442TM KDKB
Date: Sunday, May 21, 2023 6:11:14 PM

Good afternoon Mr. Lewis,

I was told you would like a brief statement on the incident that took place in Dekalb Illinois on May 19 2023.

I was a passenger sitting in the left rear forward facing seat of the plane. Reginald Rice was left seat and Wes (not sure his last name) was right seat CFI for training. Reginald was coming in for a landing and I believe took a bit of wind which ballooned us up a little bit. Wes said, "go around" and I repeated it. (Only because Wes was sometimes hard to hear). Reginald added takeoff power and very quickly after that we were into the runway. We skid a little ways and ended up in the grass.

I believe ATIS was winds 13kts at 330 gusting 23kts (not 100% on direction)

If you need anything else at all please feel free to give me a call or email.

Elijah Caron

[REDACTED]

Sent from my iPhone