

Inspectors Statement of Dennis Heinze
for

Accident at 69G involving N165CT.

05/23/2023 arrived 69G for N165CT Accident/Incident Investigation. Meet with pilot of aircraft, confirmed he was un-injured. Pilot commented Police and EMS were called and responded by accident feature in his cell phone. Chief of Police David S. Russell was responding Officer to accident scene a request for police report was made to Unadilla Township Police Department. Aircraft had been removed from runway 36 and relocated to East side of runway 36. Speaking with Sandhill Soaring Club members, they had taken pictures of accident scene before aircraft had been moved. Gave Inspectors contact information and requested that they email any pictures they may have. Multiple SHSC members emailed pictures of accident scene. Meet with Pilot in SHSC clubhouse and took his statement of events and described what the purpose of the questions were to complete FAA 8020-23 form. As the runway was re-opened after the aircraft was moved, there was a break in glider operations and Pilot, SHSC members, and Inspector Heinze viewed and took pictures of area on runway 36 where aircraft nose gear had failed, and nose strut dug into grass strip and aircraft eventually became to rest inverted. The smell of AV Gas was present, left-wing bottom had been punctured. Puncture appears to be made by nose landing gear fork after breaking off from nose strut. Continued to area where aircraft had been relocated on edge of runway safety area and took pictures of aircraft damage. A control continuity check was performed of the ailerons, stabilator and rudder, no anomalies were found. The flaps were not checked as they are 12VDC operated and the left-wing fuel cell had been punctured. Thanked pilot and SHSC members for their cooperation with the accident investigation. Departed 69G Richmond Field shortly after 6:00 PM.

05/24/2023 Received email from pilot involved as his Statement of Events SOE.

05/24/2023 Called and discussed further with pilot items from SOE and if landing was smooth vs hard landing. Pilot involved said it was a smooth landing. Also discussed if there was any indication or abnormalities with nose landing gear on takeoff from ONZ airport, none were observed or felt, first indication was on landing at 69G. Asked if he was able to hold nose off when landing at 69G, He commented that it was instantaneous nose touched down and he felt gear collapsing and aircraft went inverted he had no time to react.

DENNIS
HEINZE

Digitally signed by
DENNIS HEINZE
Date: 2023.12.13
19:59:15 -05'00'