

John Brannen  
Senior ASI  
AS-CEN

**Date:** 6/13/2023 & 1/31/2024  
**Subject:** CEN23LA208  
**Contact:** John Patton – pilot/owner of N2515K

Spoke with Mr. Patton on two separate occasions.

6/13/2023 – Mr. Patton confirmed that he was the owner of the airplane and was in the left seat. He said that the flight was one to familiarize him with the airplane which he had just purchased. He said he purchased the airplane kind of on a whim and had the airplane flown from Oregon to Colorado by the gentleman that served as the flight instructor on the accident flight. He said that he and the flight instructor that was in the right seat had performed several landings and the flight instructor asked him if he could perform one to demonstrate a spot landing. Mr. Patton agreed and they proceeded. Mr. Patton said that the landing was very hard and that the right main landing gear broke. He emphasized that the landing was very hard and one of the hardest he has encountered. He believed that the hard landing was a major contributor to the accident. He informed me that the airplane was at Cortez Flying Service and gave me the contact information so that I could arrange to have the landing gear removed for metallurgical examination. I also obtained Mr. Patton's e-mail address so that I could send him a report form to complete.

1/31/2024 – Spoke with Mr. Patton again as I had not received a response to my report request e-mail. I obtained several missing pieces of information needed for the NTSB report and informed Mr. Patton that the materials lab had completed their examination of the landing gear. I obtained his address for returning the landing gear. He again stressed that the landing that occurred was very hard. I asked him where the logbooks for the airplane were and he told me he had sold the airplane to an aircraft salvage company and informed me which one it was.