



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region

MEMORANDUM FOR RECORD

SUBJECT: CEN23LA339 FAA Summary of Pilot Statements and Airplane Examinations

The FAA Inspector Mr. Michael LePore of the North Texas Flight Standards District Office arrived at the accident site about 1300 cdt. at the Sherman Municipal Airport (SWI), Sherman, Texas. The inspector interviewed and received a written statement from the pilot, Mr. Jeffrey Bridges. The statement did not reflect any preaccident mechanical anomalies with the airplane. Mr. LePore stated that there were no preaccident anomalies noted to the airplane during the on-scene examination. Following the on-scene examination, the airplane was recovered and transported to Air Salvage of Dallas.

Mr. Bridges later amended his statement to note that he noticed “a small amount of nosewheel shimmy” during departure. He further stated that during the landing roll he had a difficult time keeping the airplane on runway centerline as it wanted to veer to the left. Page 10 of the NTSB Form 6120.1, Mr. Bridges wrote “not sure” for the mechanical malfunction/failure section. I spoke with Mr. LePore and he agreed to perform a follow-up examination of the airplane at the recovery facility. The follow-up examination was performed by Mr. LePore on 08/30/2023. The examination revealed that the damage noted to the nose landing gear and steering control rods were consistent with impact damage; there were no preaccident mechanical malfunctions or failures noted to the airplane that would have precluded normal operation.

Damian Galbraith, IIC
NTSB - CEN

Attached:

1. Original Pilot Statement.
2. Amended Pilot Statement.
3. FAA IIC Summary of Pilot Statements and Airplane Examinations.

Took off from Rockwall (F46) Approximately
9:39 AM, Heading to Sherman (KSWI).

After entering the pattern of KSWI and
turning on final, complied with a stable
approach. After main wheels touchdown,
then nose wheel, a gust of wind started
to lift my right wing up. Performed a
correction but was unable to keep nose
center of runway. Taxi off to the left
of runway and aircraft flipped over,
shut off fuel and power, no injury.

Jeffrey Bridges

MICHAEL LEPORE

NTX FSDO

N6837F

I took off from Rockwall (F46) at approximately 9:39 am, heading to Sherman (KSWI). After entering the pattern of KSWI for RW 16 and turning final, I complied with a stable approach.

After the main wheels' touchdown, then the nosewheel, a gust of wind started to lift my right wing. I performed a correction but was unable to keep the nosewheel center of the runway. The aircraft veered off to the left very abruptly off the runway and aircraft flipped over. I shut off fuel and power. No injuries. The touchdown was around 10:18 am.

I like to state that after departing Rockwall, I did notice a small amount of nose wheel shimmy. After landing in Sherman, I did all I could to keep the nose wheel center line, but for some reason, it kept going left. It's hard for me to think that this was just only a gust of wind, knowing the winds at the time were around 7-10 mph.

I welcome any investigation or input. I'm grateful for not having any injuries and I will continue to strive for safety.


Jeffrey Bridges

Damian Galbraith

From: Lepore, Michael H (FAA) [REDACTED]
Sent: Tuesday, September 19, 2023 1:56 PM
To: Damian Galbraith
Subject: Re: N6837F Info

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

ARRIVED ON SCENE AT SHERMAN MUNICIPAL AIRPORT (SWI) AT APPROX. 1300L. I WAS MET BY PILOT AND AIRPORT MANAGER. PILOT REPORTED TO ROC THAT HE WAS IN THE PATTERN AND WAS CORRECTING FOR WIND WHEN HE EXPERIENCED A RUNWAY INCURSION. THE PILOT ALSO REPORTED ON HIS FIRST STATEMENT THAT HE "TOOK OFF FROM ROCKWALL (F46) APPROX. 0939L, HEADING TO SHERMAN (KSWL). AFTER ENTERING THE PATTERN OF KSWI, AND TURNING ON FINAL, COMPLIED WITH A STABLE APPROACH. AFTER MAIN WHEELS TOUCHDOWN, THEN NOSE WHEEL, A GUST OF WIND STARTED TO LIFT THE RIGHT WING UP. PERFORMED A CORRECTION BUT WAS UNABLE TO KEEP THE NOSE WHEEL CENTER OF RUNWAY. TAKEOFF TO THE LEFT OF RUNWAY AND AIRCRAFT FLIPPED OVER. SHUTOFF FUEL AND POWER. NO INJURY". AFTER A STATEMENT WE ARRIVED AT THE ACCIDENT SITE AND COLLECTED PHOTOS. IT WAS NOTED AT THIS TIME THAT THERE WAS A LEFT-WING STRIKE. THE NOSE GEAR WAS COLLAPSED, BOTH STEERING LANKAGES WERE SHEERED AND THE ENGINE MOUNT WAS BENT ON THE RIGHT AND PUSHED INTO THE FIREWALL, THE PROP WAS BENT UNDER LOW POWER. THE FUESELAGE AND TAIL HAD DAMAGE INDICATIVE OF FLIPPING OVER. ALL INDICATIONS ALLIGNED WITH THE PILOT STATEMENT. NO DEFECTS WERE NOTED TO THE BRAKES COMPONENTS OR RUDDER PEDALS. THE PILOT LATER REPORTED TO THE NTSB THAT HE SUSPECTED MECHANIC ISSUES WITH THE NOSE GEAR. ON AUGUST 30TH AT THE DIRECTION OF THE NTSB I INSPECTED THE AICRAFT AGAIN FOCUSING ON THE NOSE GEAR AND RUDDER PEDALS. THE AIRCRAFT WAS LOCATED AT AIR SALVAGE OF DALLAS IN LANCASTER, TEXAS. I INSPECTED AND NOTED THE SAME DAMAGE AS ORIGINALLY DISCOVERED ON THE 07/31/2023 ACCIDENT SCENE. I NOTED THE SHEERED STEERING LINKS WERE BENT BACKWARDS AND NO RESTRICTION TO MOVEMENT IN THE RUDDER PEDALS. I SENT ALL PHOTOS TO THE NTSB.

Michael H. LePore

Aviation Safety Inspector

North Texas Flight Standards District Office

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[REDACTED]
[REDACTED]
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