

ROBERT B. BRIGGS

RE: Loss Statement / Paragraph #4-Narrative
Description & Circumstances Leading to Loss
Aircraft Incident / KGNF / 19 March 2025

March 21st, 2025

I initiated a series of flights on March 21, 2025 beginning at KOLV with one pilot and one passenger aboard. I flew to KCCO to pick up 2 additional passengers conducting the flight under Part 91 rules, using call-sign FFL313.

Next, I conducted an IFR flight under Part 91 rules, from KCCO-KGNF, as an Angel Flight for the SOARS division based in Atlanta, GA. The call sign utilized for the flight was CMF-1166. Four total souls were on board for this flight. I served as the PIC, another male private pilot accompanied me in the right front seat, and 2 female Angel Flight passengers were seated in the rear, 1 patient and 1 companion.

I have transported these same passengers (ladies) on multiple occasions, either TO or FROM KGNF airport. The patient is being treated nearly every week for cancer at a cancer center in Newnan, GA.

Prior to flight I briefed all passengers on the expected weather, which included the current and forecast ground winds with possible gusts and the likelihood of turbulence to be expected during our descent below approximately 5,000 MSL.

Our KCCO to KGNF flight progressed normally. I planned for a 6,000ft cruising altitude but climbed to 8,000ft. for a smoother ride for the passengers, and eventually to 10,000 feet to remain 'on-top' of clouds in smoother air.

Our descent through the overcast was smooth and normal, with temperatures well above icing concerns. We requested and received the RNAV 31 circle-to-land 13 at KGNF, required a descent through the overcast layer. The field was VFR, the AWOS reported the lowest ceiling of 2,900 broken.

KGNF does not generate METAR reports. The nearest METAR airport is Greenwood, MS (KGWO). As I approached KGNF, I learned that winds at KGNF were of less velocity than reported at Greenwood. The crosswind component was within the capability of the airplane.

Although RWY 22 was more directly aligned with the prevailing wind, I made a judgment to use RWY 13 because it is longer and wider than RWY 22 and there were several significantly negative reports about RWY 22 including cracks and depressions made within ForeFlight, including pilot comments, and within the airport Chart Supplement (A/FD). [SEE: Attached PDF files / snapshots of ForeFlight screens]

The instrument approach allowed me to see the runway about 4 miles SE of the airport. I cancelled IFR with Memphis Center. I maneuvered the airplane to the east to join the left downwind, which took me over the western edge of Lake Grenada.

I made CTAF traffic calls at 15 miles and 10 miles while executing the instrument approach, as well as when entering downwind, turning base and final approach. There was no other reported traffic in the pattern.

Due to the wind direction and velocity, I planned a partial flap (approach flap) approach and landing. This configuration gives me more lateral control for the cross-wind inputs when needed. I initially lined up on final on the upwind side of the runway edge, to assure I had enough rudder authority to maintain runway alignment. At 500ft. AGL, I was confident lateral alignment was correct and slowly allowed the airplane to drift to the centerline of the runway.

The landing checklist had been accomplished at the final approach fix and a final gear check was made at 500ft. AGL. The final approach was stable. Airspeed was held at $V_{ref} + 10KTS$ due to the winds and approach flap configuration.

Normal right-wing down crosswind control inputs were maintained through the balance of the approach, and slight round-out, touching down on the right main landing gear first, followed by the left gear and nose wheel. Touchdown was directly on centerline. Crosswind aileron correction into the wind was maintained. Throttles were at the idle stops.

Although all THREE wheels were on the ground, approximately 2 seconds after touchdown the airplane was unexpectedly blown about five feet into the air by a gust of wind. I immediately applied back pressure to the yoke to regain a slightly nose-high landing attitude. However, almost as abruptly as we were lifted up, the airplane was slammed downward back to the surface. The airplane then bounced back into the air approximately 3 feet, then almost immediately slammed back to the runway surface again.

I contemplated applying power to attempt a go-around during the first bounce, but with the throttles completely at idle and our airspeed well-below V_{yse}, my only course of action was to try to minimize and dampen the oscillations.

After losing elevator control, the nose settled to the ground and struck the pavement because the landing gear had failed during one of the bounces. The propellers struck the ground and stopped spinning when the nose lowered to the runway pavement. Our right landing gear tire had blown flat. As speed decreased and left rudder became less effective, coupled with the drag from the flat tire, we started drifting right of the centerline. We slid to a complete stop leaving the runway surface and traveling about 10ft into the adjacent grass. The aircraft remained upright and supported by the main landing gear.

When all motion stopped, I immediately directed my forward seat passenger to exit the aircraft while I secured the mixtures, mags, battery/alternators and moved the fuel selector valves to OFF. I exited the airplane and immediately commanded the backseat passengers to leave their belongings and exit the airplane as well. The two aft passengers moved slowly. I assisted them and continued to instruct them to exit rapidly.

We ALL exited the airplane via the partially extended wing flap. With the nose on the ground, the tail was elevated about 30-degrees higher than normal, leaving the flap edge about 4 feet above ground level. My right seat passenger and I were able to assist the passengers from the wing to the ground without incident.

The forward passenger and I experienced no injuries or other problems. None of the occupants suffered any cuts, bleeding, bruises or obvious physical trauma. The back seat passengers complained of some back discomfort.

Local airport personnel assisted immediately. I helped transport the lady passengers from the runway to a nearby pickup truck for their safety. I insisted that they be taken to a hospital for examination although neither complained of any problems other than minor back discomfort. I placed the 911 call on my personal cell phone at approximately 2:38PM. Within 8 minutes we had nearly 20 vehicles on site, including fire-rescue and paramedics to assist the lady passengers. My other passenger and I declined medical assistance. The ladies were examined at the hospital emergency department and later discharged to their homes without any diagnosis of injury.

Once the passengers were secure and with the fire department standing by and watching for any sign of fire, I climbed back into the cockpit to momentarily turn the aircraft battery ON so that I could disarm the ELT that had automatically activated by the G-loading automatic switch design.

After completing the move of the airplane to the tie-down area, and clearing all the remaining first-responder vehicles, airport 'runway open' notification was made to Memphis Center.

Sincerely submitted,

A large black rectangular redaction box covering the signature of Robert B. Briggs.

Robert B. Briggs
Aircraft Owner/Operator

10:43 Fri Mar 21

Airports

Clear

★

Search

3D View

FBOs

Taxiways

Comments

KGNF: Grenada Municipal

208' MSL, CTAF 122.8

● KOLV: Olive Branch/Taylor Field

402' MSL, CTAF 125.275, Tower 125.275

180° at 7 kts, 10 sm, sky clear

30.17 inHg, 10°C (-4°C dewpoint)

53m

● KDXE: Dexter Municipal

304' MSL, CTAF 122.7

190° at 18 - 24 kts, 10 sm, sky clear

30.10 inHg, 11°C (-3°C dewpoint)

10m

● KJBR: Jonesboro Municipal

262' MSL, CTAF 123.0

190° at 6 kts, 10 sm, sky clear

30.15 inHg, 11°C (-2°C dewpoint)

50m

● KMAW: Malden Regional

295' MSL, CTAF 122.8

190° at 16 - 19 kts, 10 sm, sky clear

30.14 inHg, 13°C (-4°C dewpoint)

8m

● KMLU: Monroe Regional

79' MSL, CTAF 118.9, Tower 118.9

170° at 7 kts, 10 sm, sky clear

30.22 inHg, 13°C (-1°C dewpoint)

50m

● KHKS: Hawkins Field

341' MSL, CTAF 119.65, Tower 119.65

170° at 7 kts, 10 sm, sky clear

30.24 inHg, 11°C (0°C dewpoint)

50m

● KJWN: John C Tune

501' MSL, CTAF 119.45, Tower 119.45

Winds calm, 10 sm, sky clear

30.18 inHg, 7°C (-2°C dewpoint)

53m

● KBNA: Nashville International

699' MSL, Tower 118.6

50m

KGNF: Grenada Municipal

Grenada, Mississippi, US

33.83°N/89.80°W

06:59 19:11 CDT

Latest Weather

Unknown

Elevation

208' MSL

Pattern altitude

1,208' MSL (est.)

Fuel

Jet A+, Jet A, 100LL

Procedures

GPS, RNAV

AWOS-3PT

118.025

Clearance

UNICOM

122.8

CTAF/UNICOM

122.8

Center

128.5

Info

Weather

Runway

Procedure

NOTAM

RUNWAYS

04 - 22

4,998' x 99'

Poor asphalt

Rwy 04

No wind info

Rwy 22

No wind info

13 - 31

7,000' x 150'

Fair asphalt

Rwy 13

No wind info

Rwy 31

No wind info

Wind unknown

RUNWAY DETAILS - 04

Dimensions

4,998' x 99'

Surface

Asphalt, poor condition

Glideslope Ind.

None

Slope

0.16%

Heading

051°M

DECLARED DISTANCES - 04

TORA

4,998'

TODA

4,998'

ASDA

4,998'

LDA

4,998'

LIGHTING - 04

Airports

Maps

Places

Documents

Imagery

Flights

ScratchPads

Checklist

Logbook

More

10:44 Fri Mar 21

Close
Settings
Navigation
Edit

AFD

Home
Layers
Share
Lock
Refresh

GRENADA MUNI (GNF)(KGNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

MEMI

H-6J, L-

208 B NOTAM FILE GWO
RWY 13-31: H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300
MIRL
RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 52'.
RWY 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.
RWY 04-22: H4998X99 (ASPH) S-60, D-200, 2S-175, 2D-300
RWY 04: Trees.
RWY 22: Thld dspcd 272'. Road.
SERVICE: FUEL 100LL, JET A
AIRPORT REMARKS: Attended Mon-Sat on call 662-230-3646, Sun 1900-2300Z. Birds and deer invof arpt. Aerobatic acft dalgt hrs; 7000 ft and blw within 3 NM of arpt. Extsv agriculture ops invof arpt SR-SS Mar-Oct. For fuel call 662-230-3646; aft hrs call 662-417-7029 or 662-699-9460. Rwy 13 and 31 200 ft by 150 ft asph ovrn avbl. Rwy 04-22 asph cracked and has depressions. Rwy 04-22 markings faded. Pilots must pvid their own tiedown ropes.
AIRPORT MANAGER: 662-227-8402
WEATHER DATA SOURCES: AWOS-3PT 118.025 (662) 227-3407.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 128.5
CLEARANCE DELIVERY PHONE: For CD ctc Memphis ARTCC at 901-368-8453/8449.
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.
SIDON (VH) (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 044° 32.6 NM to fld. 127/3E.
VOR unusable:
059°-069° byd 40 NM

Airports
Maps
Plots
Documents
Imagery
Flights
ScratchPads
Checklist
Logbook
More

