



MEMORANDUM OF RECORD

Shawn Etcher
Air Safety Investigator
Eastern Region Aviation

August 18, 2015

Subject: Telephone Conversation with FAA Inspector on Damage

Persons on Call: Michael Boster (GSO FSDO Inspector) and Shawn Etcher (self)

During the telephone conversation the FAA Inspector reported the following:

- The wings were twisted
- The horizontal tail section was bent to the right
- The Airframe was twisted
- There were no injuries
- There were several skid marks on the paved surface; however, they could not attribute any of the skid marks to the accident flight
- There was a divot in the paved surface similar in dimension as the propeller attach nut.
- The divot was in close proximity to the airplane at rest position
- Propeller strike marks were also located on the paved surface but no measurements were done
- The wheels were spun by hand and no dragging was noted
- One inspector spun the wheels by hand and the other inspector applied hand pressure to the brake pedals.
 - No binding or dragging was noted
 - The wheels did not lock up
 - Pressure felt "normal"
- No abnormalities were noted with the brake system that would have either not provided brake pressure or would have locked up the brakes.
- "Everything appeared to be normal"
- Several ear witness statements will be sent as well as a statement from the truck driver who witnessed the event
- Photographs will be sent
- The landing strip is privately owned and is not registered with the FAA therefore no identifier will be available
- The flight was conducted under Part 137

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