

Hicks Ralph

From: [REDACTED] Lenert [REDACTED]
Sent: Wednesday, September 16, 2015 1:05 PM
To: Hicks Ralph
Subject: RE: BDL Accident - ERA15LA356
Attachments: 110.JPG; 113.JPG; 124.JPG; N7708P Piper PA-24 accident statement.docx; 2015.09.10.Kumar.narrative.draft.docx

Ralph,

Attached is the IIC statement, pilots narrative and a few pictures of the wing and tail section of the N7708P for your review.

Also please note the accident occurred at BDR not BDL.

Let me know if you need anything else.

Kind regards,

Rob

Robert J. Lenert Jr.
FAA Aviation Safety Inspector GA-AV
Eastern Region Flight Standards District Office
[REDACTED]
Enfield, CT
06082

Phone: [REDACTED]
[REDACTED]

From: Hicks Ralph [REDACTED]
Sent: Monday, September 14, 2015 1:26 PM
To: Lenert, Robert (FAA)
Subject: BDL Accident - ERA15LA356

Hi Robert,

I'll be your NTSB guy on the PA-24. When you get back to the office, please give me a call at [REDACTED]

Thanks,

Ralph

Ralph E. Hicks
Senior Air Safety Investigator – NTSB

[REDACTED]
Marietta, Georgia 30062

Fax [REDACTED]

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N7708P Piper PA-24 en route non-stop from Peoria Illinois (PAI) landed at Sikorsky Memorial Airport (BDR). The said aircraft piloted by Sanjay Kumar, pilot's certificate # [REDACTED], landed on RWY 29 that had 230-degree 13-knot crosswind. RWY 24 was not available for it was closed for construction. At 1319 local time, the aircraft upon touch down bounced twice-losing contact with the runway both times, then made a sliding left hand turn into the grass just before taxiway A. Upon entering the grass, the right hand landing gear collapsed and the aircraft came to rest.

Mr. Sanjay Kumar was the sole person on board and sustained no injuries. Mr. Kumar's pilots certificate, medical certificate and Bi-Annual Flight Review were current.

The aircraft maintenance records indicated the aircraft was in airworthy condition prior to the flight.

The aircraft right wing and tail section incurred substantial damage. The wing spar is bent at about 4 feet in from wing tip and the landing gear linkage pierced through the top of the wing (pic 124JPG & 110JPG.) The tail tie down is bent over and tail section is bent at the aft bulkhead (pic 131JPG.)

The aircraft brakes, rudder and nose wheel steering systems were inspected with no discrepancies found.