



NTSB RECORD OF CONVERSATION

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National Transportation Safety Board

Date: 12/5/2019
Person Interviewed: Dr. Michael Calfee
NTSB Accident Number: ERA20CA048

The following is a summary of a conversation that occurred with the above-named individual:

- Dr. Calfee was in Nashville for Thanksgiving and he was trying to get his daughter back to St. Louis for school.
- The weather had been marginal, and he had planned on an early departure, but “the weather was not going to cooperate,” so he opted to fly with his daughter to his home base airport, Everett-Stewart Regional Airport (UCY), and then drive to St. Louis.
- They departed from Dickson Municipal Airport (M02) at 630 CST where winds were 250/12, and flew VFR to UCY at 2500 ft.
- Although there was an AIRMET for moderate turbulence below 6000 ft, Dr. Calfee stated that it “was not bad at all. Smooth ride.” There was a headwind of 30 kts enroute.
- About 8 miles out of UCY he listened to AWOS, and winds were reported 170/14G24.
- He lined up on final approach for runway 19 with full flaps, with a crab of about 45° into the wind. His normal approach speed was 77 KIAS, but due to the gusts he kept his airspeed at closer to 85 KIAS, transitioning to a slip on short final.
- About 30 ft AGL a gust got him and knocked him right to left, causing him to put in aileron. As he touched down, a second gust lifted his right wing.
- He added power, but the left wing was dragging in the grass and pulled the airplane farther to the left. The right wing impacted the grass, the landing gear collapsed, and the airplane came to rest upright in the grass.
- Dr. Calfee added that there was an airport less than 10 miles away that would have offered a runway that was directly aligned with the wind.
- Dr. Calfee reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.