



NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety

MEMORANDUM FOR RECORD

A. Accident **ERA20LA332**

Location: Hagerstown Rgnl Airport-Richard A Henson Field (HGR), Hagerstown, MD
Date: September 23, 2020
Time: 1145 Eastern Daylight Time (EDT)
Aircraft: Glasair 1RG
Registration: N324DJ

B. Person Contacted:

Pilot: Matthew A. Johnson (Pilot)
Contact #: [REDACTED]
Email: [REDACTED]
Date: September 28, 2020

C. Conversation:

The following is a summary of a conversation that occurred with Matthew A. Johnson:

Mr. Johnson stated that he had travel to Hagerstown, Maryland to pick up his airplane from Royal Aircraft Services (RAS). The airplane had been at RAS for the last 6 months receiving repairs due to a gear collapse on the left main which resulted in damage to the left-wing tip, aileron and flap. He stated that after the damage was incurred, he flew the airplane to HGR on an FAA ferry permit in March of 2020, along with other requesting small maintenance issues that came up during the condition inspection. The addition work included an oil change, brake service, spark plugs, and new wingtip lights. Mr. Johnson stated that he conducted a preflight of the airplane and found the right-side aileron to have a reduce movement and that he could not fully maneuver that flight control. He brought this to the attention of the mechanic and after reviewing the flight control linkage found that one bolt attaching the aileron to the hinge was oversized and didn't allow the aileron full travel. A smaller bold was installed resulting in full travel of the control surface.

Mr. Johnson stated that he did not purchase any fuel on the day of the accident, he explained that he arrived in HGR back in March 2022 that the airplane had half of tank of fuel, he did say he

check the fuel gauge and the quantity was over half a tank, He also recalled seeing fuel in the tank, but was not sure how much. Mr. Johnson stated that during the run-up the engine sputtered a few times, but then returned to normal. He departed runway 02 and after the third touch and go he stated the engine lost power after turning a left crosswind, so he continued to circle and attempted a landing on runway 02 but came up short landing in the grass.

Peter Wentz
Air Safety Investigator
National Transport Safety Board
Eastern Region Aviation