



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: December 9, 2020
Person Contacted: George Boras (Pilot)
Contact # [REDACTED]
NTSB Incident Number: ERA21LA065

Narrative:

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

Mr. George Boras was contacted by phone on December 9, 2020 at 1:35pm EST. He was called at [REDACTED], answered, then requested permission to call me back. He returned my call at 1:39 pm. He provided an e-mail address of [REDACTED].

I explained to Mr. Boras that although the damage to his airplane did not constitute substantial damage (and was thereby not classified as an accident), I was interested in understanding the circumstances of his runway excursion.

He stated that winds were 340° at 12 kts gusting to 17 kts – “straight down the runway” – when he landed at the Leesburg airport. He stated that it was a light touchdown and that about 2-4 seconds after traveling “straight,” the airplane “went careening to the left.” He stated that the right brake locked, and the right main landing gear tire blew from the skidding. He added, “I almost saved it. The front wheel is not straight.”

He stated that he is aware of the issue of runway excursions with this airplane and that he has already downloaded the SD card. He is heading to the airport now to have it moved into the hangar at Papillon Air Maintenance Services.

He stated that in addition to concerns about the landing concern, “the takeoff is messed up” on this airplane. He explained that this airplane does not have a takeoff trim “range,” for takeoff, but rather a takeoff trim setting, and that the airplane trim must be at that setting (regardless of weight) or you will get a message on takeoff. He explained that takeoff rotation speed is 85 kts, but the airplane wants to fly at closer to 72 knots, so the pilot must push on the yolk to keep the nose gear on the runway down and the airplane from rotating. He stated further that “I have never had nerve enough to let it rotate to where it wants to.” He stated that immediately after raising the gear, he gives 2 rolls nose-down trim on the trim wheel to ease the control pressure. He stated that he tried to talk to a Piper test pilot about this issue but was not able to get connected to one when he called.

He stated that that airplane is at the airport ready to be moved into the Papillon hangar. The call ended at 1:58 pm. I called Mr. Boras back at 2:10 pm to inform him that we were retaining his airplane, despite the damage assessment, to examine the landing gear and determine what caused the runway excursion upon landing. I asked that he advise Papillon not to move the airplane and that we would like the SD card in his possession. I let him know that we would do our best to be able to release his airplane quickly, and that it benefitted us both to get some answers. He agreed and indicated that he would immediately inform Papillon not to move the airplane and that he would provide the SD card to us (that it was in his pocket as we spoke.) The call ended at 2:18 pm.