



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: January 26, 2021
Person Contacted: Phil Soucy (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA21NA116

Narrative:

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

I received a call from Mr. Soucy on January 18, 2021. He is an M600 owner and had spoken to Mr. Boras (ERA21LA065) and was given my contact information. We scheduled a follow-up phone call for January 26, 2021.

On January 26, 2021, I called Mr. Soucy at [REDACTED]. Mr. Clint Crookshanks, NTSB aerospace engineer, participated on the call.

Mr. Soucy stated that he is not new to the M600. When he bought his M600, it was the auto-land feature that appealed to him. He enjoyed the airplane and is on the Piper Customer Advisory Board. He stated that he started hearing from people about these runway excursions, then in December 2020 he was out flying for fun and the first two landings he noticed that the airplane was a bit "squirrely." At Martin State Airport (MTN) in Maryland, on his 3rd landing there was no crosswind, and he touched down carefully to be on speed and keep nose off; however, the airplane went hard left and he thought he was doing to go off runway. It scared him, and he was never scared in the airplane before. He explained that he is a former Air Force pilot who has completed the test pilot school. After this event, he considered not flying the airplane home.

When he inspected the airplane, he could not find anything wrong, and he taxied around the checking everything. He flew home to Manassas, and all was fine. When he measured the tire pressure on the nose landing gear tire after landing, it measured only 20 psi. He expressed that the main landing gear tire pressures were difficult to check given where the valve stems were located. He filled his tires and flew to SkyTech in Westminster, Maryland for an annual inspection the first week in January (after his landing incident). At that inspection, the steering horn was replaced, and he was told that it was slightly out of tolerance.

He stated that he checks nose tire pressure every time he flies now, and the main tires every other time he flies.