



Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

October 1, 2021

Subject: Pilot/Owners email to the FAA describing the accident. (This email is original and not edited for content, grammar or spelling)

From: Merle Wagner [REDACTED]
Sent: Thursday, September 30, 2021 5:53 PM
To: Maddox, Herman (FAA) <[REDACTED]>
Subject: Accident report N68TW

As a followup to our telephone conversation today, I am attaching photos of the damage incurred on my plane. A statement follows to detail the event. The aircraft involved is a Wittman Tailwind W10. It is currently in Phase 1 flight testing with approximately 15 hours of flight time. The engine is a Viking 195HP Turbo with a Duc 5 blade ground adjustable propeller.

At approximately 10AM on Wednesday 09/29/2021 I landed at Brooksville airport (KBKV) on runway 9 per the control tower instructions. Winds were calm and the landing was one of the better landings I have made with this aircraft. The landing was made just past the numbers and during the slow down I decided to exit the runway at A5 taxiway. I applied the brakes and a very apparent vibration occurred. I released the brakes and at that time the nose wheel leg became detached from the gear leg mounting bracket. The bolt securing the gear leg had sheared. The leg rotated to the left which lifted the nose and caused a roll to the right causing the right wing tip to scrape the runway, along with the right main wheel pant being destroyed. As the nose gear continued rotation to the rear, the wings came back to a level position and then the nose fell to the ground destroying the propeller and spinner. After the plane came to a complete stop I immediately shut off all power and exited the plane.

I was wearing a 4 point harness and that definitely protected me from any potential injury. No fuel or oil spill occurred. Damage: Propeller, spinner, right wheel pant, bottom cowling, nose wheel assembly destroyed. Air intake duct for the radiator was slightly damaged. The right wing tip experienced damage with the main spar having cracks for about 6 inches. The wing tip and radiator ductwork are easily repaired.

The PSRU will need to be sent out for inspection and a new nose wheel assembly will have to be created. Also new wheel pants for the nose wheel and right side main gear. With a new cowl created and installation of a new prop and spinner I should be ready to fly again.

If you need any additional information, please let me know.

Merle Wagner

Commercial Pilot, A&P Cert # [REDACTED]

[REDACTED]

Spring Hill, FL 34608

[REDACTED]

[END]