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July 18th

Mr. Souza
Good Evening.

I got your email as promised in our conversation this morning. On the Data Request Form I filled out 7,000 hours on the frame. I can't say for sure but I texted Nick at Lawrence Airmotive, He has the logs. I will get that answer in the morning and I will forward it to you.

I'm also sending a jpeg file showing you my second last landing at the Sherman Field.

I feel it might have bearing on events.

So on 07/13/22 I flew the 150 to the Sherman field in Pembroke. I felt it was a very crappy landing, too fast, too steep plus the landing roll was un-coordinated and bouncy. I pride myself in making a good landing, so I was very disappointed with myself.

I inspected the plane the next day before flying and noticed that all the hydraulic oil had leaked out of the piston. I figured I had compromised the seals on the bad landing leading to the leak. I never thought to inspect the front wheel axel.

I canceled my flight back to Lawrence and googled how to get oil and air back into the strut. I went up to Lawrence Airmotive and borrowed what I needed to do a field repair.

On Saturday morning, I followed the instructions and got the hydraulic oil into the piston. But for some reason the piston would not take the required 21lbs of pressure needed to soften the damper action. I realize now that I should have taken oil out to create room for some air.

At this stage now the strut is fully extended and ridged. It was a perfect morning, no wind, and no rain, excellent VFR conditions.

My trip to Cranland was only four mile. I figured I would land on the asphalt and ask someone to help me improve the damper situation before commencing to Lawrence airport. I flew an extended base and lined up for a final approach on 18.

I came in a little hard and I forgot about the extended nose wheel condition.

It was like I landed on 3 points instead of the two main wheels. I could feel, at least I felt I could feel, the wheel breaking away and as momentum moved me forward I could see the nose wheel running into the grass in my peripheral vision. The nose of the plane kept moving forward but kept dropping as the strut buckled. Then the prop hit and she just dug in to a stop. I switched off the master and ignition and got

out of there. There was a fly-in at Cranland that morning, some very nice people tilted the plane back to a normal position and we pushed it onto the grass.

On last look at the strut, it was fully extended and ridged.
A couple of very nice fellas removed the wings later in the day and prepped it for transport up to Lawrence.

I spoke with Nick at Lawrence Airmotive about plans to transport the plane. He thinks Wednesday or Thursday this week is still doable with your permission of course.

Whatever you guys decide, please keep Peter Oakley [REDACTED] In the loop.
He has been very kind and understanding to my situation.

Regards

Eamon