

Schluep, David M (FAA)

From: Mike Siewert [REDACTED]
Sent: Tuesday, August 2, 2022 3:19 PM
To: Schluep, David M (FAA)
Subject: 9162K

My aircraft, a 1947 Stinson 108-1 (Registration N9162K) was involved in an incident at John Glenn International on July 30, 2022. I was the pilot in command.

The flight was from Lanacaster (KLHQ) to Columbus (KCMH). . As the aircraft does not have ADSB out, I obtained phone permission from Columbus TRACON prior to departing KLHQ. The flight was uneventful. We were vectored for sequencing, but there was nothing unusual about the flight.

I obtained the one minute weather from 124.6 and I contacted the tower to receive landing clearance for 28R.

I set up for landing, two notches of flaps. My airspeed over the threshold was 65 mph and my descent rate was at 500 fpm. Frankly, everything looked perfect. The tailwheel made a gentle touchdown on the runway. However, the main gear did bounce. This did not overly surprise me as I was landing on a concrete runway. The mains came down again and, as I recall there was a second bounce. We came down and began a roll out on the runway, but a turn to the right began. Initially I thought I was ground looping, but the aircraft was unresponsive to left rudder input.

The aircraft continued to turn to the right and came to a gentle stop. I shut down the battery, the mags, and turned off the fuel. I assisted in getting everyone out of the aircraft.

Upon getting out of the plane, I saw that the right gear had collapsed inward and saw a skid mark from the centerline of the runway to the final resting point of the tire. That is when I saw that the gear collapse caused the turn to the right

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8/3/22