

From: [Charles Lemmon](#)
To: [Roberts, William G \(FAA\)](#)
Subject: N5153P accident statement
Date: Monday, October 31, 2022 8:44:44 AM

Here is my statement.

Statement by Charles Lemmon PIC N5153P on Friday 10/28/2022

On Friday I piloted my Piper Comanche PA24-250 from KCUB, my home field, over to Woodward Field (KCDN). I had a passenger Paul McCarty, a friend from Wichita, Kansas. I landed at KCDN without incident. I checked the METAR AND TAF for KCUB before leaving KCDN for the return flight. The METAR reported the sky was clear to 12,000 feet. The TAF forecasted winds to be from NE (40 degrees) at 10 MPH gusting to 17. I had about 10 gallons in each of the tanks including the tip tanks. We departed KCDN around noon.

On the return flight I listened to the AWOS and think the winds were reported similar to the TAF. I flew over the airport midfield and noted that the windsock was fully extended and was an almost direct cross wind but slightly favoring runway 31. I made my radio call indicating that I was entering a left downwind for runway 31. When I made my turn I noted that my downwind leg was a little bit wide of my normal pattern. ABeam the numbers I extended my gear and did my GUMPS check. I turned base and then final. On final the wind was pushing me to the left quite a bit so I put the right wing down to maintain the centerline of the runway, crabbing on descent. As I neared touchdown I employed left rudder to straighten out and had to keep the right wing down to prevent drifting to the left. When I touched down the right wheel touched first and the plane weather vaned to the right. Then the plane swerved hard to the left as the nose wheel gained authority and I deployed more left rudder. I should have pulled back on the yoke. I deployed right rudder and the plane was straightened out but was still moving left at a hard angle. I should have deployed right rudder but the plane then was heading to the left of a runway light and a right turn would have hit the light. 53P then rode down an embankment and hit a berm to come to a stop. I cut off the master switch and Paul and I quickly exited the plane.

From a cursory inspection damage to the plane included: the left wing was bent, the propeller was bent, the nose gear broke off and the left main gear broke off. No fuel was leaking.

Sheriff officers from the Sheriff's station located on the field arrived almost immediately.

Please let me know if this is sufficient

Thanks,
Charles