

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: May 6, 2024

Subject: ERA24FA050, Record of Conversation/Interview

Contact: Christopher Bradburry

Mr. Christopher Bradburry was contacted by phone on February 8, 2024, at 1324 EST. He was called at [REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

As part of the investigation, the Federal Aviation Administration aircraft airworthiness file for the accident airplane, N4187Q was obtained and the phone number for a previous co-owner, Christopher Bradburry was obtained. The number [REDACTED] was called on February 1, 2024, at 0925 EST, but the automated recording said the number was disconnected or no longer in service. Subsequently, a letter on NTSB letterhead was sent on February 1, 2024, via UPS 2nd Dy Air to Christopher Bradburry. In the letter he was informed that I was investigating a fatal accident involving N4187Q, that was previously owned by him, and I wanted to get more details about a 2015 incident as at the time I did not have the engine logbook.

Mr. Bradburry called the NTSB on February 7, 2024, at 0942 EST, and left a voice mail message and provided a phone number of [REDACTED]

Mr. Bradburry was asked to explain the details on the July 24, 2015, incident associated with the airframe repair logbook entry dated November 2, 2015 (Figure 1).

He indicated that with respect to the July 2015 incident, as sole owner of the airplane he was the pilot-in-command. He indicated that he was on a flight from Tennessee, and stopped at Morehouse Memorial Airport (BQP), Bastrop, Louisiana, where he fueled the airplane. After fueling he taxied onto the runway, added power and said that 'something was not right with the right main landing

gear, adding that he felt "drag." He climbed into ground effect, accessed the situation quickly, and because the airport was in a valley with trees and his family was on-board, he aborted the takeoff. Because of drag after landing, he could not keep the airplane on the runway with left rudder and left brake application. The right main landing gear collapsed. He was initially unaware of what caused the abnormal "drag" on the right main gear. It was only during a subsequent examination of the scene by my insurance company representative that the metal debris was found, which corresponded to a damaged right main gear tire. Its existence was relayed to me via phone call by the insurance company representative at some point later. There was no propeller strike. The aircraft entrance step was damaged but the nose and left main landing gears remained extended.

PARADISE VALLEY AVIATION		
[REDACTED]		
Clarksville, Arkansas		
[REDACTED]		
Date: Nov 2, 2015	Model: PA-32R-301T	Serial Number: 3257214
Registration #: N4187Q	hobbs: 1815.9	TT: 1815.9
Wings and horizontal stabilator were removed for transport. Performed repairs to right wing and right flap (see 337form this date for details and part numbers). Reinstalled both wings, horizontal stabilator, and interior. Performed rigging and check out of flap, aileron, stabilator, and trim system. Serviced and bled brake systems. Removed right main gear and disassembled. Removed right gear trunnion fittings from wing. Performed Dye Penetrant inspection of trunnion fittings and landing gear upper housing, no defects noted. Reassembled right gear with a serviceable lower strut assy P/N 67037-006, and seal kit P/N 06-03980. Disassembled right main wheel for inspection, no defects noted, reassembled with new Condor 6.00 X 6, 8 ply tire and tube. Installed new right main gear door P/N 67090-011 with new hinge half P/N 67093-005, hinge pin P/N 63744-011, and serviceable actuator rod P/N 37744-011. Installed new Right actuator link for right nose landing gear door P/N 38109-000. Performed rigging and check out of landing gear system. Spot painted right wing to match existing colors and scheme. All ground runs and leak checks good.		
Signed [REDACTED]		
Vernon Hampton A&P [REDACTED] A		

Figure 1: Entry From Airframe Logbook for Airframe Repair.

The call ended at 1335 EST.

The digest was e-mailed to him for review on May 6, 2024. He replied on May 16, 2024 at 1203 EDT with comments that were incorporated into the narrative. The Amended digest was e-mailed to him for FINAL review on May 20, 2024. He replied on May 21, 2024 at 0926 EDT with, "Looks good. Thank you sir and I look forward to reading the final analysis. Hopefully something we can all learn from this tragedy. Chris." The FINAL digest was e-mailed to him and the investigative team on May 21, 2024.