

Ryan Enders
Aviation Accident Investigator
Eastern Region

Date: June 6, 2024

Subject: ERA24LA247, Instructor Interview

Contact: Robert (Bob) McCabe

Mr. McCabe was contacted via telephone to discuss the accident of N208DB that occurred on June 5, 2024. The following is a summary of that conversation:

Mr. McCabe was asked to describe the event leading up to the accident. He stated that this was a training flight for the other pilot. He simulated a emergency engine out. The other pilot started the approach and then Bob asked him if he would like him to demonstrate another attempt for him. The pilot receiving instruction accepted, so they did a low approach before Bob took over the controls. They did another approach and were coming in steep because of trees near the end of the runway. He was monitoring his airspeed closely and acknowledge there was some turbulence. He continued to monitor his airspeed and noted that it was varying 2-3 knots. They cleared the trees, but in between the trees and the airport, approximately 30-50 feet above the ground, the tail of the airplane was "picked up and the nose went down". They had a high sink rate, so he applied full engine power. The were also drifting to the right of the runway and the wind was coming from the left. The airport runway heading was approximately 230° with the winds likely out of the south 50° off the runway heading. The airplane descent could not be arrested. They dropped to the right and went off the right side of the into the grass where the nose gear collapsed.

Mr. McCabe described that the weather reports from the nearby Air Force facility at 3:40PM was showing 180@11 for winds. He further commented that the winds at South Jersey Regional Airport (VAY) were 170@08 but that he did not necessarily trust that weather report.

The NTSB 6120 form was explained to Mr. McCabe and that it will be due on June 16. He was encouraged to complete that document with the pilot receiving instructions.

Mr. McCabe provided his email address of bobmccabe2@gmail.com. He stated that neither he or the other pilot were injured and that it did not seem like an overly hard landing. It was a firm landing but when the airplane went into the grass the nose gear broke off.

Mr. McCabe was asked if there were any mechanical problems with the airplane. He noted that the stall warning had not been operational for some time and that other pilots were also flying the airplane with it not working. He stated that nothing additional was wrong with the airplane that would have contributed to the accident.

-End of Conversation