

Investigator Name: Leah D. Read
Title: Sr. ASI
Division: ERA

Date: September 19, 2024

Subject: ERA24LA381

Contact: Robert Walden

In a telephone conversation, Mr. Walden stated that he flew IFR from Peachtree, Georgia to the Williamsburg/Jamestown Airport (JGG) and conducted the RNAV GPS-C approach with a circle-to-land on Runway 13 (a 3,204 ft long x 60-ft wide runway). The weather was VFR, but he flew IFR for practice. Mr. Walden said the winds favored Runway 13, and he knew he would be landing with a 10-15 knot left crosswind. About 5 miles from the airport, he observed a Cessna 172 wanting to land at JGG. He told the pilot of the Cessna 172 to go ahead of him in the pattern. Mr. Walden said that when he turned on final approach, he needed to make s-turns for additional spacing with the Cessna 182. He then entered an "aggressive" right forward slip to lose altitude because he was higher than a normal glidepath. While transitioning to make a left crosswind landing, he misjudged his height above the runway and landed hard damaging the nosewheel. Mr. Walden said the airplane started to veer off the runway into the grass and he executed a go-around. When he returned to land, once the damaged nosewheel touched down, the airplane veered off the runway and impacted a trench. The airplane flipped over resulting in substantial damage to the right wing, vertical stabilizer, and the rudder. Mr. Walden stated the airplane's 5-point harness held him in place, and he was able to safely exit the airplane with just minor injuries.

The pilot said that he should have gone around on the first landing attempt since he was not stabilized on the approach. He reported that he checked the flight controls after the accident and confirmed there were no mechanical deficiencies or malfunctions with the airplane that contributed to the accident.

Mr. Walden said he was a retired airline pilot with a total of about 22,000 flight hours, with about 1,600 in the accident airplane.