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Eastern Region

Date: January 27, 2026
Subject: NTSB Accident Number: ERA25LA306
Contact: Michael Stanfield, ASI, FAA

The following pilot statement was extracted from an email by Inspector Stanfield on August 27, 2025.

"Performed IFR cross country flight from KRDU to KMTN on 8/16/2025. Filed plan for 9:40pm EDT with call sign N6208C. Sole occupant on flight. After a full weather briefing and preflight inspection which included the full checklist - external checks, fuel topped off in RDU (approx. 4.5 hours endurance) and tested ok, oil checked in 6qrts, empennage, control surfaces checked with extended flaps, ailerons, elevator surfaces, trim tab and rudder. Also checked engine cowling, prop/spinner, alternator belt, tires, cotter pins.

Performed full engine run up check and all parameters passed, flight controls free, manual and electric trim checked. Autopilot tested with Heading mode both left and right, vertical speed mode tested and autopilot successfully disengaged. GPS RAIM was also tested successfully. Received IFR clearance, Weather - (Winds calm, Visibility 1 0mi, Sky Set 5000) and took off from Rwy SR around 10:35pm EDT. Normal take off and enroute flight. All engine parameters in cruise flight performed as per parameters. Flight was flown with Autopilot engaged after initial radar vectors to intercept T398. Enroute weather for the flight was VFR. Received weather in KMTN (Winds from south at 5Kts, Visibility 1 0SM, Sky Cir, PLASL out of svc). Approach briefed and setup for GPS RNAV RW 15 approach into KMTN and was vectored to final approach course. Autopilot disengaged after final approach fix and hand flew the plane. Reduced power to descend to WOSBI and further reduced power to get to minimums. Made position reports on CTAF.

After crossing minimums, and over the airport threshold reduced power to idle to descend to touchdown point and when getting into the landing round out and flare noticed that aft elevator controls were restricted and not fully effective and consequently landed flat around 1: 1 Sam on 8/17/2025. Upon touchdown, immediately noticed wobbly front wheels and tried pulling elevator as much aft as possible with lot of effort to relieve weight on nose wheel.

Taxied back to the hangar and after engine shutdown and securing the plane noticed that the front nose wheel was damaged. Also checked the elevator control surface and noticed that it was not moving freely and needed additional force move up or down from neutral position. Also noticed that the trim wheel when moved manually felt free wheeling vs. the normal tightness you would expect. Flight plan closed with Potomac approach via telephone. Squawked the incident in the flight dispatch book and also called Brett Aviation front desk in the morning and left voice mail.

Spoke to Chris Crews, Brett Aviation on 8/17/2025 around 10:45am EDT and shared some of these details. Chris shared that there was a prop strike, which I did not check/notice post push back in the hangar."