

From: [REDACTED]
To: [REDACTED]
Subject: NTSB Accident Investigation (N228NC) -- Narrative Only
Date: Wednesday, May 18, 2016 2:56:46 PM

Submitting the form failed again. Here is the narrative. Still working on form.

Following is the verbiage which goes in the "Narrative History of Flight" on page 9. Trust me, this is NOT the way I like to do business, but, I'm running out of options in getting you this information in a timely and hopefully, user friendly manner. Once again, it seems I am making my problem, your problem. I apologize.

from page 9

Narrative History of Flight

" The flight phase was conducted on May 12th at approximately 10am. The initial (commercial maneuvers) would be performed in my airplane (RV7 - N283S) and the complex portion to be completed in a Piper Cherokee Arrow (PA28R - N228NC).

As I reached my aircraft, the RV7, I opened the canopy, lowered the flaps and removed my checklist and fuel strainer and began the pre-flight. The examiner followed me all the way around the aircraft carefully watching my preflight. I do not recall him asking any questions during the exterior pre-flight. Immediately upon entering the aircraft and prior to the interior pre-flight I told the examiner that I wanted to go over a few safety items. I briefed and demonstrated how to open the canopy and how to break the canopy plexiglass if it were jammed shut or we ended up inverted. I briefed emergency ground egress procedures - meeting off the right wing and to be cautious of responding emergency vehicles. I briefed inflight emergencies such as engine failure or fire immediately after takeoff - landing straight ahead, or if sufficient altitude existed for safe return to the runway. I next briefed exchange of controls - wiggle stick and announce, "I have the airplane". Other pilot will then respond with, "you have the airplane". And, finally concluded the safety briefing with, " if you see me do anything you do not like or if you see me do anything you are not comfortable with, please speak up and we will visit that activity. Do you have any questions?" All commercial maneuvers except the complex demonstration and 180 degree power off landing were completed. I was not asked to repeat any of the maneuvers.

After a short break of approximately 10 minutes we went to the Arrow. I felt very confident and relieved that the first part and what I considered the hardest part of the checkride had been successfully completed and was extremely anxious to complete the remaining flight. It had been a very trying and frustrating two year period of commercial training with many interruptions to my training. I was incredibly relieved that this was just about to be finished. The only thing left was complex aircraft demonstration and 180 degree practice engine out landing. ASOS reported winds at 340 degrees at 12 knots. Runway 36 was then chosen and a normal right hand pattern for runway 36 was flown. Takeoff was normal. With no usable runway remaining and a positive rate of climb established, I raised the landing gear. Just above 500 feet AGL I began a right hand turn to crosswind of approximately 090 degrees. This followed by a turn to downwind of approximately 180 degrees. I leveled off at 1800 msl. At mid field, I began to configure for landing. I moved the gear lever to the down position and after the gear had locked down, I announced, "three green, lights out." At this time I could tell that I was wider than normal on the downwind and coupled with the wind further blowing me

east, I elected to leave the flaps up. I also tried to crab the aircraft back closer to the runway and increased altitude up to 2000' msl accepting any critique on going two hundred feet above pattern altitude. At the fixed distance marker (touchdown zone) I told myself that I would have great difficulty making the runway. I also waited for the examiner to cut the power at which time I was prepared to turn toward the numbers. When we were abeam the numbers I asked the examiner if he was going to pull the power or me. He said I could do it. By now, I believe we were just beyond abeam the numbers on downwind. I immediately pulled the throttle to idle and turned to the numbers. I arced toward the numbers and the examiner opened the throttle then closed it. I glanced at him and he said he was just clearing the engine. He also stated I should turn tighter to the runway which I did. Just before rollout, the examiner again open the throttle and closed it. I proceeded inbound and was told by the examiner to lower the nose. I believe he told me to lower the nose one more time before we stalled, but I can not be sure. I don't remember the examiner coming on the controls nor telling me to abort the landing and to go around. The aircraft hit the runway, left main first, at a distance between the numbers and the fixed distance marker. I believe a right crab also contributed to the collapse of the left main gear. I kept the aircraft on the runway using right rudder and breaking. When the aircraft slowed to a safe speed, I elected to let the aircraft slide onto the grass on the left side of runway 36. After the aircraft came to halt, the examiner told me to follow the engine shutdown checklist. Because of a chance of fuel spill and susequent fire, I chose to immediately turn off all electricals including fuel pump, magnetos (key switch) and master switch. Weather conditions were vmc. No flight plan was filed."

This is my best recollection of the flight and the above information is complete and accurate to the best of my knowledge.

signed: - Steven D. Stucky

