



RECORD OF CONVERSATION

Jason Aguilera
Air Safety Investigator
Central Region

Date: July 14, 2016, ~1245 MDT
Person Contacted: Todd Garrelts, pilot of N465BP
NTSB Accident Number: N/A

Narrative:

I spoke with the pilot of N465BP, a Piper PA-46, that experienced a nose gear collapse while landing at KFTG. He recalled that he has cleared to landing on runway 26. He was the last airplane to land of 26 before they were going to change the runway direction to 08 for winds. While landing, the airplane caught "a bump" and lifted up. When the airplane touched down again, the nose gear collapsed.

When asked about whether the airplane hit a physical bump on the runway, or an air draft, the pilot replied that it was a gust of wind. He speculated that due to the change impending change in runway direction, he was probably landing with a tailwind. When the airplane landed, that is when the nose gear collapsed.

When asked if there were any mechanic problems with the airplane, the pilot responded that there were none.

When asked about the pilot's flight times, he estimated his total time at 400 hours with 100 hours in the PA-46.

When asked if he owned or rented the airplane, the pilot responded that he owned the airplane. When asked about any previous problems with the nose landing gear, the pilot replied that there was no history of problems with the nose landing gear.

When asked about damage to the airplane, the pilot was unsure of what damage the airplane sustained but remarked that the doors closed normally, so the hull was not severely damaged.

The pilot's contact information is as follows: [REDACTED].

---END--