

Pilot Statement

Regarding Flight from KEQY to KGMU on October 23, 2018

What follows are the facts as I remember them from my flight from Monroe Executive Airport (KEQY) to Greenville - Downtown Airport (KGMU) on Tuesday, October 23, 2018.

I had planned this to be a cross-country flight and began checking general weather area forecasts and the MOS forecasts published at both airports starting Sunday evening. The weather looked favorable - clear, high visibility, no precipitation, and light winds.

I arrived at the airport and began my Pre-Flight around 9:50am, checked the METAR and TAFs at both airports, and all the weather charts located within ForeFlight and concluded the conditions were well within my personal minimums.

Both gas tanks were full (56 gallons total) but I added a quart of oil during Pre-Flight.

Taxi and takeoff on Runway 23 were normal. A short time after flaps-up and "CAPS Available" call-out, I engaged the Autopilot and began climbing to 3,000-ft heading oncourse to KGMU.

Around 5 miles west of KEQY, I checked in with Charlotte Approach (120.05) and requested Flight Following at 4,500. I maintained 3,000-ft to stay clear of the Bravo until a few miles past KUZA before finishing my climb to cruising altitude.

I disengaged and re-engaged the Autopilot during cruise to check the Trim settings.

Charlotte Approach handed me off to Greer shortly after leaving the Bravo and I began to check for the weather in GMU. Around 35-miles from GMU, I reported to Greer that I had obtained the weather.

Greer vectored me to fly heading 265. I requested and was granted approval to descend and then began descending roughly 15 miles from GMU.

Roughly 6 miles southeast of GMU, Greer asked if I had the field in sight, which I did, and they handed me off to the Tower at GMU. I contacted the Tower and reported a 5 mile Final for 01. I continued my descent, slowed to pattern speed, lower my first notch of flaps and, somewhere in this timeframe, the Tower cleared me to land.

I continued my approach. Speed seemed fine and I wasn't noticeably too high or too low. Things seemed completely normal. I don't remember the exact wind conditions, but I remember them being light.

My speed was mid/upper 70's and power was at idle as I crossed the threshold. I started to flatten out to touchdown.

This is where things happened quickly and I have trouble remembering what happened and in what order.

My wheels touched down but then lifted off the runway. It seemed more like a "skip" and less like a "hard" landing. I don't remember feeling like I had landed on the nose wheel.

I floated down the runway drifting a little left of center. I heard the stall horn and felt the back wheels touch down again.

The plane immediately started veering aggressively to the left and I realized that I was going to have a hard time keeping it on the runway. It felt as if the left tire had blown.

At some point in this general time-frame I added power to attempt a Go-Around but realized that this would not work and reduced power.

The plane kept moving left towards the edge of the runway. I couldn't get the plane to straighten out.

I remember braking aggressively but do not remember when that started.

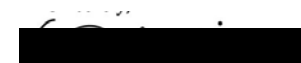
The plane rolled onto the grass to the left of the runway.

I remember that there was a slight depression and then incline somewhere - not a ditch exactly but a depression of some sort - maybe before Exit Ramp D, maybe between Exit Ramp D and Runway 28 - and felt the plane bounce heavily here of the change in the surface. I felt one of the wheel struts strike something.

The left wing struck a pole (it was the windsock) which slowed me down before coming to a stop.

I didn't notice whether the propeller was still spinning but I shut everything down as fast as I could and turned ignition to Off. I was uninjured and had no trouble unbuckling, opening the door, or getting out of the plane.

Airport personnel quickly arrived to attend to me and address any fire danger.



C. David Miller
Pilot In Command