

Moore, Jim D (FAA)

From: Brandon Mathieu [REDACTED]
Sent: Wednesday, May 15, 2019 10:57 AM
To: Moore, Jim D (FAA)
Subject: Attn Mr. Moore N8159U

Mr. Moore,

My name is Brandon Mathieu. I am a Student Pilot training at United Flight Systems at KDWH Airport. My instructor is Christian Konzack. I was scheduled to complete my Private Pilot Practical Exam last week however the weather at the time would not allow completion of the exam.

This letter is a formal statement of facts of the situation taking place 14 May 2019.

I arrived at the flight school to complete a flight to practice traffic patterns and landings to keep my skills up. I followed my typical protocol: dispatch and preflight action. Information Yankee (winds VB @ 6 kts) was being reported. When I began my traffic pattern work, Runway 35L & R were in use. I completed 4 traffic patterns and landings on 35L. On climbout from landing #4, Hooks Tower instructed me to enter left downwind for Runway 17R. Hooks Tower notified me that they were changing runways due to a change in surface winds.

I was instructed to extend my downwind to accommodate other traffic that was also modifying traffic patterns for the change in runway from 35 to 17.

I was cleared for Runway 17R. I believe I heard the winds reported as 110° @ 10kts. I made appropriate flight control and power inputs for the left crosswind. I had 30° flaps and final approach speed of 65 kts. Upon landing I had appropriate crosswind control inputs in however the nose wheel began to shimmy violently. To counteract the nose shimmy, I eased back pressure into the elevator. The aircraft began to roll and yaw to the right, I reacted with more rudder to the left and the nose began to shimmy again. I realized that the nose was now pointing towards the left edge of the runway towards the grass. My speed had diminished, and I made the decision to apply heavy braking to stop the aircraft. During my attempt to stop the aircraft, the landing gear encountered soft soil and small culvert caught the nose gear causing the aircraft to slowly overturn onto its back.

I was uninjured. I secured the master switch and the fuel. As I exited the aircraft, two people were there to help me out of the aircraft.

A point I would like to make is that I was making a full stop landing when this situation occurred. I was not attempting to complete a touch and go. Additionally, I was not attempting to make the rarely used high speed taxiway Delta. My intention was full stop landing with an exit at taxiway Echo.

Brandon Mathieu