



RECORD OF PHONE CONVERSATION

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Aviation Accident Investigator
General Aviation Accident Division

Date: June 25, 2019
Person Contacted: Charles L. Simms (Pilot)
NTSB Accident Number: GAA19CA367

Narrative:

The following is a synopsis of the information provided by Mr. Simms in a telephone conversation.

Mr. Simms stated that on June 15, 2019 the intent for the day was to fly from the Blue Grass Airport (KLEX) in Lexington, Kentucky to the Georgetown-Scott County Regional Airport (27K) in Georgetown, Kentucky, pick up his son and fly to the Lebanon Springfield Airport-George Hoerter Field (6I2) in Springfield, Kentucky for a pancake breakfast the airport was offering. He arrived at the KLEX about 0800 am and conducted a preflight of N75903, everything was normal and did his pre-flight checks as usual along with the engine run-up. He departed KLEX and landed at 27K without incident and after picking up his son Kevin, they proceeded to 6I2. He listened to the AWOS and determined the wind to be 190° at 12 knots. He stated that he estimated about a 10 knot crosswind component and was comfortable with landing the aircraft because he had practiced this before in similar conditions. He entered a left downwind for runway 11 and entered first set of flaps. Continuing around the pattern and turning base, he added a second set of flaps. Turning final for runway 11, he established a stabilized approach down to the runway executing a side slip method applying right aileron and left rudder. He touched down right main gear first, and then the left main gear. Before the nose wheel could make contact with the ground, a gust of wind blew the aircraft off the left side of the runway. He stated that they were not on the runway long after touchdown when this occurred. The airplane then seemed to bounce when it crossed a taxiway, the airplane then hit a ditch very hard and sheered the nose wheel off. The airplane then flipped over. Concerned the airplane might catch on fire, he turned the magneto switch off and battery master switch. Both he and his son egress out the pilot side of the aircraft.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Total time: approx. 290

Make and Model: approx. 280