

[REDACTED]

Subject:

Fwd: OY-2 Incident statement June 25, 2016

Sent from my iPhone

Begin forwarded message:

[REDACTED]

Date: July 5, 2016 at 4:58:30 PM PDT

[REDACTED]

Subject: OY-2 Incident statement June 25, 2016

Reply-To: John Powell [REDACTED]

This was sent to David Oliver, I guess you didn't get the copy. sorry

[REDACTED]

----- Forwarded Message -----

From: John Powell [REDACTED]

To: David Oliver [REDACTED]

Sent: Sunday, June 26, 2016 6:17 AM

Subject: OY-2 Incident statement June 25, 2016

Hello David, thank you for the call yesterday.

Saturday June 25th Robert McLaughlin arranged for Al Wilson to come to Reno to fly our OY-2 to help Jon Proehl and any others interested in learning to fly the OY-2. I had a transition letter for the L-5/OY-2 so when I saw that there was a slot of time available I jumped at the chance to learn to fly the L-5/OY-2. We met at the Reno/Stead airport around 8 am for a Young Eagles Event Pancake Breakfast, then proceeded to preflight the aircraft and go for a flight.

I sat in the front seat and Al Wilson sat in the rear seat. I mentioned that our aircraft didn't have brakes in the rear seat. We took off with the intention of flying over to Beckworth/Nervino Airport to do some air work and landings and get gas if needed. Upon arriving we notice that the wind was blowing almost right down the runway about 10 knots. The first approach and landing were as Al described

perfect for a first time. We stopped and taxied back for another take off which was uneventful. While on the ground we noticed that there was some sort of Firemen training and another group of Remsa Ambulance personal having a barbecue event and the usual airport traffic.

The next approach for landing was going perfectly like the first when I touched down the right main landing gear squeaked and settled I adjusted for the crosswind trying to get the left gear to settle, it seemed to still be under the aircraft and not locked down, it tried to correct it and settle the gear but by releasing my crosswind correction the right wing lifted and we rolled off the runway into the grass. The engine was at idle, the wings level and the prop stopped when it hit the grass/dirt as the wheels/landing gear settled into a ditch. We checked ourselves for damage/injury, shut off everything including the fuel and exited the plane. People from both events, the firemen and the paramedics came to see if everything was okay. Everything was okay except the airplane. Two local pilots helped us tow the airplane back on the tarmac and into a hangar for security. While in front of the hangar a local sheriff was already on the phone with the FAA and NTSB. The sheriff handed his phone to me to talk with the FAA person and gave me the NTSB persons name and number to share with Al, since Al was already on the phone making a report. Once in the hangar Al took some pictures of the plane and we removed the cowling to take more pictures of the firewall per the instructions of the FAA/NTSB to see if there was any damage, we found none.

The Sheriffs name was Nick Dawson [REDACTED]

Rick was the FAA contact [REDACTED]

the NTSB number was [REDACTED]

The aircraft is in a secured hangar Nervino Airport [REDACTED] Beckworth, California. Owned by Herb Bishop

Hls contact number is [REDACTED] or cell number [REDACTED]

Please call if you have any questions.

John Powell