

[REDACTED]

From: Bob McLaughlin [REDACTED]
Sent: Tuesday, July 26, 2016 12:40 PM
To: Nixon Albert
Subject: Fwd: L-5

Albert,

Thank you for your thoughtful recommendations regarding our operations! We are making changes to our procedures.

I have attached Al Wilson's statement.

Respectfully yours,

Bob McLaughlin

Operations Officer, High Sierra Squadron
[REDACTED]

Sent from my iPhone

Begin forwarded message:

[REDACTED]
Date: June 26, 2016 at 3:11:27 PM PDT

To: David Oliver [REDACTED]

Cc: Bob McLaughlin/High Sierra Wing [REDACTED]

Subject: L-5

Departed Stead Airport about 9:30 local time. John flying Front seat, I was riding in backseat. We flew over to Nervano Airport because of less airplane traffic. First landing was a normal approach with a three point landing. John kept good directional control because both landing gear were still under the plane and they both gradually splayed out and we rolled out to turn off on taxiway. We then taxied back for a takeoff. We took off and remanded in the traffic pattern for another landing. Another normal approach and set up for a three point landing. We touched at a three point attitude. The right main splayed out but the left was still under the plane. We began a slow turn to the left and started to the left side of the runway. Then the left wing started to come up and right wing began going down which tighten the turn to the left a little bit more. We then went into the grass at which time the left gear splayed out, the wings went level and we were rolling straight but in the grass. At this time I noticed the drainage ditch ahead of us and we entered the ditch nose first with the prop sticking the ground in the ditch breaking one side of the prop and the engine stopping. The engine was at idle when we went into the ditch. I asked John if he was okay and I told him I was okay. I asked John to make sure all the switches were off and the fuel was off and we exited the plane. Fire and rescue were right there because they were having a training. We were contacted by a Plumas County sheriff which put us in touch with the FAA. I gave a short statement on what happened and he later called back and we had a conference call with a Albert Nixon of the NTSB. I gave a statement to Mr. Nixon and he requested I send him the pictures that I sent you. No injuries.