

From:

Subject:

Date:

RE: N5JB Accident time? (WPR19LA184)

Friday, July 12, 2019 6:59:31 PM

Hi Michael,

I went to the airport with my measuring wheel this afternoon and made the following measurements. The first three photos are in reverse order and then in order after that. The runway is 4239 feet long and I started my measurements from the centerline of the center taxiway which I assume is the midpoint of the runway. **Understand that the tire marks I see before the hard landing/broken front axle may or may not be Bob's plane as I don't know if he even touched down before the attempted go-around. Also one seemed too small of a wheel base for his TR182.**

Here are my measurements:

Photo 886 – 205 feet from taxiway – first visible tire marks going westward from center taxiway.

Photo 885 – 250 feet from taxiway – I assume this is a nose wheel mark.

Photo 884 – 322 feet from taxiway – next visible tire marks.

Photo 887 – 460 feet from taxiway – nose and one main wheel mark.

Photo 888 – 586 feet from taxiway – first hard landing impact breaking nose gear axel on Bob's plane.

Photo 889 – 674 feet from taxiway – second hard impact.

Photo 890 – 732 feet from taxiway – third hard impact.

774 feet from taxiway – fourth and final hard impact.

888 feet from taxiway – tire marks leave south edge of runway

962 feet from taxiway – the runway light that the plane flipped over.

The photos for the last three measurement have been previously provided. The photos referenced here can be seen at

[REDACTED]

Again, other than the first hard impact and following impacts, there is no way to tell if the previous tire marks were Bob's or not. They are just marks on the runway. Bob will have to tell you whether or not he touched down before the hard impact.

When the plane came to rest inverted, about four feet of the starboard wing was resting on the south edge of the runway asphalt. You can somewhat see that in the following photo. Also you can see the runway light at the nose of the plane.

[REDACTED]

Hope this all helps.

Jerome M. Cain

Lincoln Hangar Owners and Pilots Association (LAHOPA)

Lincoln Airport Foundation (LAF)
Lincoln Pilots
AOPA ASN Volunteer for Lincoln Airport S69
Local pilot contact for S69 information
Cell: [REDACTED]
[REDACTED]

From: Huhn Michael [mailto:[REDACTED]]
Sent: Friday, July 12, 2019 1:35 PM
To: Jerry Cain; 'Robert Shaw'; 'Terry Spath'; 'Zach Muse'
Subject: RE: N5JB Accident time? (WPR19LA184)

Thanks Jerry
Good info, and yes im checking w all involved

And re the distances, even approx. are OK, but any efforts are greatly appreciated

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

From: Jerry Cain <[REDACTED]>
Sent: Friday, July 12, 2019 12:24 PM
To: Huhn Michael <[REDACTED]> 'Robert Shaw' <[REDACTED]> 'Terry Spath' <[REDACTED]> 'Zach Muse' <[REDACTED]>
Subject: RE: N5JB Accident time? (WPR19LA184)

Hi Michael,

My only recorded exact data point is Bob's call to my cell phone at 11:25 AM MDT on 6/30/2019. When I asked Bob when he attempted the landing he indicated it was about a half hour before or around 11:00 AM. You should confirm that with him as I was not there. My home is about six miles from the airport through the town of Lincoln, so it takes me about 10 to 15 minutes to get there after the phone call.

After I arrived at the airport, everyone else arrive within the next 10 to 15 minutes, so I would guess that everyone had arrived by noon (12:00PM MDT). Sheriff and Highway Patrol might have been a little longer, but were eventually there. I don't recall if any forest serve personnel were there, but they might have been since they are adjacent to the airport.

I will measure the distance from the center taxiway west to the impact marks for you this afternoon and email them to you.

Jerome M. Cain

Lincoln Hangar Owners and Pilots Association (LAHOPA)
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From: Huhn Michael [[mailto:\[REDACTED\]](#)]
Sent: Friday, July 12, 2019 11:54 AM
To: Robert Shaw; 'Terry Spath'; Jerry Cain; 'Zach Muse'
Subject: N5JB Accident time? (WPR19LA184)

ALL

Im getting a few different data points for the best estimated/known time of the accident, and am looking to try to resolve it please

My notes based on a telecon about noon of that day indicate the time was 1125

Jerry Cain reported that he got a call from the pilot at 1125, and that the accident was about 1100

Zach Muse reported that he was second on scene (Behind Jerry Cain) but didn't state a time

Terry Spath reported he arrived a few minutes after Zach, but state a time

I don't know yet who called 911/Sheriff (or a time) but that info would be helpful also (I did request the Sheriffs report but no joy yet)

If EACH of you could provide any hard data (eg phone call times) and/or best guesses that would be greatly appreciated

Thank You

Michael Huhn
Air Safety Investigator
NTSB Western Pacific Region
M: [REDACTED]
[REDACTED]

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