



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR21LA029
Aircraft Registration & Make/Model: N814BA; Cessna A185
Accident Location: Richland, Washington
Accident Date: October 27, 2020

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Jordan McCollom
Accident Pilot

Interview Date & Time; October 28, 2020, 0926 PT

The pilot reported that his company wanted him to accumulate time in the accident airplane, but would not allow for him to fly it by himself. In compliance with his employer's wishes, he had been flying with an instructor who was out of town on the day of the accident, so he decided to fly with a co-worker who was experienced in the accident airplane. He wanted to work on wheel landings and prior to the flight he had informed the passenger that he wanted help transitioning from touch down to rollout to a complete stop and getting the airplane under control during this phase. The passenger advised him to use the brakes to get the airplane under control on the ground after touchdown, and the pilot interpreted that he should employ the brakes with the tail still in the air.

The first lap in the airport traffic pattern was normal and the touchdown was smooth on both main landing gear. According to the pilot, he applied "adequate" brake pressure and reduced the power back "normally" as the airplane started to slow while the tail was still in the air. As the airplane continued to roll down the runway the pilot "danced" on the rudder pedals to keep the

airplane on the runway centerline while maintaining adequate brake pressure; however, as the airplane slowed, and with the tail still in the air, it nosed over and came to rest.