

From: [REDACTED]
To: [REDACTED]
Subject: Re: Kelso incident 7/12/22 statement
Date: Thursday, July 28, 2022 11:58:31 AM

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There were no mechanical issues or anomalies with the airplane during the flight.

On Thu, Jul 28, 2022 at 11:47 AM Swick Andrew <[REDACTED]> wrote:

Hey Cameron,

The statement is great. Can you confirm that there were no mechanical malfunctions or anomalies with the airplane during the flight?

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

Western Pacific Region

Phoenix, Arizona

Phone: [REDACTED] | Fax: [REDACTED]

From: Cameron Nielsen <[REDACTED]>
Sent: Thursday, July 28, 2022 11:31 AM
To: Swick Andrew <[REDACTED]>
Subject: Kelso incident 7/12/22 statement

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good morning Mr. Swick! Hope all is well with you. Below is my statement for the accident in Kelso on July 12, 2022.

The flight itself down to Kelso was nothing outside of the usual. Smooth air above 3,000 feet AGL and very nice conditions for flying. However, that did change by the time I had entered the Kelso area with high winds of 18 knots with gusts even stronger. There was a fair bit of turbulence descending into Kelso but nothing outside of the realm of manageable. I was entering the left traffic pattern for runway 30 with the intention to land. Once in the traffic pattern, I was admittedly fighting some gusts, but it seemed calmer once I turned on final. My way down to the runway was nothing outside of the normal as the approach itself seemed like a regular day and I went to land. However, as I flare, I get caught in ground effect as that sometimes happens. As I am settling back down to the ground, I hit a very intense wind shear with a gust at low energy. As a result of this, the nose of the plane was yawed to the left and there was nothing I could do at that point to be able to recover. It had redirected me completely off the runway as I was facing the other direction looking at the train tracks and I am pulling the rudder to get back to the runway. As I am off roading in the grass, I go through the row of papi lights hitting one of them, which I am convinced helped me slow down and grab the wing to help me steer back to the runway. After I had hit the Papi light on my right wing, I was able to turn back parallel to the runway in which I was eventually able to bounce back up onto the runway. There was no engine damage as the plane was able to taxi off on its own as I proceeded to park it. At this point, the fuel leak was taken care of as some was leaking from the wing due to the damage hitting the papi light.

- Cameron Nielsen

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