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| RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL | | TIME 2:30 PM | DATE 07/14/2020 |
| NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Roger James (Pilot In Command of N14139 on July 14, 2020) [REDACTED] | | ROUTING | |
| | | SYMBOL | INITIALS |
| Timothy A. Pence (Aviation Safety Inspector) | | | |
| Joseph T. Culbertson (Aviation Safety Inspector) | | | |
| SUBJECT Aircraft Accident Investigation. | | | |
| DIGEST Mr. Roger James identified himself as the Pilot-In-Command of N14139 on July 14, 2020. I supplied Mr. James a copy of the Compliance Brochure containing the Pilot's Bill of Rights. Once he had the chance to review the Brochure I asked Mr. James what had happened. Mr. James explained that he had approximately twenty total hours of flight time in this particular aircraft. That he was flying by himself and had completed two landings before the accident. On the last landing he was a little high and fast and ballooned down the runway between the first third and the half way point. When he touched down, he attempted to utilize the brakes and started sliding on the wet grass. Unable to stop by the end of the runway he attempted to perform a ground loop. Mr. James stated that he had not lost control or breaks rather that he did not have good breaking action on the wet grass. | | | |
| The aircraft came to rest upside-down on a fence post. Prior to our arrival on the scene the aircraft had been placed back on the gear and towed into the hangar. An Airworthiness Inspector, Inspector Culbertson, accompanied me on the inspection. Inspector Culbertson and I took pictures of the right lower wing spar that had been broken/fractured during the accident. Continued on Page 2. | | | |
| CONCLUSION, ACTION TAKEN, OR REQUIRED Further discussion with Management and the Airman will determine the next steps. | | | |
| DATE 07/15/2020 | TITLE Aviation Safety Inspector FAA IIC | SIGNATURE TIMOTHY A PENCE <small>Digitally signed by TIMOTHY A PENCE Date: 2020.07.15 15:16:18 -04'00'</small> | |

DIGEST (CONT)

The fence punctured the upper left wing causing damage to the skin and framing of the wing. Inspector Culbertson and myself conducted a continuity check of the control surfaces and found full continuity. There was no brake line fluid leak and the brakes did not appear to have seized.