



RECORD OF CONVERSATION

Michael J. Folkerts
Aviation Accident Investigator
Central Region

Date: June 26, 2013
Person Contacted: Mr. Robin Smith
NTSB Accident Number: CEN13LA366

Narrative:

Mr. Smith was the flight instructor administering type certification training and provided the following information:

- The thought that the pilot had flown pretty well overall.
- During the instrument landing system (ILS) approach, he recalled an approach speed (Vref) of 127 knots.
- He had a 'touch and go' mindset throughout the approach and landing.
- He recalled the pilot making a smooth landing near the runway centerline, touching down approximately 1,000 to 1,500 feet from the approach end of the runway.
- He directed the pilot to execute a touch and go.
- He recalled the airplane's nose lifting off the ground about 3,000 feet from the approach end of the runway.
- As the airspeed increased towards rotate airspeed (Vr), he noticed the airplane veer to the left.
- He stated that the right wing tip strike occurred after this veer to the left. He thought that the right wing tip strike was due to the pilot's attempt to correct for the left veer.
- During the touch and go attempt, he was certain the airplane had never become airborne and that neither he nor the pilot had raised the landing gear selector handle.
- He thought that the landing gear collapse was due to a mechanical failure with the landing gear.