

11-7-2012

Boyne City, MI  
Airport ID: N98

Aircraft: N401WS  
Make: Piaggio  
Model: P-180  
S/N: 1057

Re: Accident N401WS, Boyne City, Michigan

Director of Maintenance, Flagship Private Air: Bill Holifield

Interviewer: FAA Inspector, John Farnham

Called Mr. Holifield, Director of Maintenance for Flagship Private Air on November 7, 2012, inquired with him on the movement of N401WS after an accident at Boyne City, Michigan airport on October 31, 2012. Mr. Holifield stated that they dug out the nose gear and took pictures of the nose gear prior to moving the aircraft. He informed me that they placed wood planks at all three gear and attached straps to the main gear and pulled the aircraft back to flat ground. At this point the nose gear had turned to about 5 degrees left of center. Mr. Holifield stated that they removed the nose gear steering pin, prior to moving the aircraft to the hangar. At the hangar he moved the nose gear back to the deflection required to reinsert the nose gear pin. Mr. Holifield states that power was not turned on during aircraft recovery

Mr. Holifield suspects that the steering manifold or solenoid failed. He stated that the nose gear, and steering manifold have 2.3 hours and 3 cycles since overhaul at Advantage Aviation Technologies.

10-31-2012

Boyne City, MI  
Airport ID: N98

Aircraft: N401WS  
Make: Piaggio  
Model: P-180  
S/N: 1057

Re: Accident N401WS, Boyne City, Michigan

Captain: James Fredrick Wise  
[REDACTED]

Interviewer: FAA Inspector, John Farnham  
Witness: FAA Inspector, Steve Betzer

Meet with Mr. Wise on October 31, 2012 approximately 11:20am local time. Mr. Wise states that a normal landing with full flap was performed. He stated that he placed the power levers in to beta range then to reverse, at this point he states that the aircraft started to turn left. He states that he tried to counteract with adding right brake and full reverse on the right engine. When the aircraft was departing the runway he applied both brakes, and the aircraft slid thru the grass until it impacted the ditch and the fence.

While at the aircraft Mr. Wise pointed out on the left side of the fuselage, aft of the wing, areas of bird impacts. He stated that the bird strike was at the same time of touchdown.

Mr. Wise stated that this was the third flight after major maintenance, and that the landing gear had been overhauled during that maintenance event.

Inquired with Mr. Wise on the operation of the nose steering system. Mr. Wise states that the call out for hydraulic system in low duty was normal, that there were three green indicated, and that the steering was in the off position.

Inspector Note: Aircraft flaps were observed to be in the full up position when Inspector Betzer and I arrived at the aircraft. Pictures were taken to show the condition of the aircraft in accordance with FAA Order 8020.11C

Friday November 2, 2012

Called Mr. Wise, inquired with him on the operation of the nose gear steering system prior to departing Willow Run Airport on Wednesday, October 31, 2012. Mr. Wise responded that no abnormal indication was present. He stated that the nose gear steering check was performed on taxi out, and that no unusual turning from the nose gear was

evident when the nose wheel steering was disconnected with the master disconnect switch. I inquired with Mr. Wise about the landing in Boyne City, Michigan, and what procedures were used when he identified that the aircraft was turning to the left. Mr. Wise, stated that he used right brake and full right reverse, he also stated that he was pushing the master disconnect switch for the nose gear steering.