



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division June 4th, 2019

NTSB Accident Number: GAA19CA255

Aircraft Registration & Make/Model: N107DM, David E. Olson,
Christavia MK1

Accident Location: Roseburg, OR

Accident Date: 10MAY2019@1325 (PDT)

Subject: Memorandum for Record

In support of the NTSB Air Safety Accident Investigation involving accident airplane N107DM, the NTSB Investigator-in-charge (IIC) has provided below, the pilot's narrative from the NTSB Form 6120.1 page #9. The statement was not visible in totality, given the capabilities of the fillable form.

Pilot: N107DM

This was a Phase I test flight testing the Max Gross Wt/ Max Aft C.G. limit flight characteristics. This was the third flight of the day, third landing and ending with 2.3 hours total for the day. AWOS reported wind as calm, but through out the morning it was primarily from the south, later turning to variable but still light winds. Traffic pattern remained standard (to the north, runway 34). Density altitude was 2,600 ft. My weight and balance was controlled with fuel shifting and remained in the most rearward 1.0 inch of range. The landing C.G. was 1.0 in. from the max rear C.G. Preflight looked normal, engine check was normal. Take off was approximately 12:35. Landing was approx. 13:20. My approach to the airport was from the North, but diverted to a westerly 45 degree approach due to an quickly approaching Comanche from the North also. The advancing Comanche followed me through the downwind entry point. My downwind speed was 70MPH, Base speed 65MPH, and Final with 65 MPH. The windsock was showing a light tail wind. Shortly after my turning onto Final more than halfway to landing the Comanche announced that they had turned onto an "Extended Final" which was starting to take my attention off of my landing approach. N107DM is a Tail wheel airplane. My landing flair was smooth and controlled, with a slight flair up as my tail stalled before the main wing. It required a short blast of throttle to slow down the tail stall to almost a perfect 3 point landing my right tire was about a second behind the other two. After all three tires were rolling the plane started a drifting turn to the right. My rudder control was not fast enough to arrest the progressive turn rate. I added braking, and then full power to attempt to straighten the roll path, but did not obtain a fast enough and adequate response to remain on the runway pavement and to take off with a comfortable safe flight path (Due to the high gross weight and the density altitude my climb rate was low (300-500 ft/min)) I made the judgment call

to shut down the power and abandon the takeoff. I continued the swerving turn with maximum braking into the grassy boundary. The plane continued the classic 'Ground Loop' path roll out. Near completion of the roll out/slide my left tubeless tire deflated and caught the ground; This resulted with the landing suspension support bar breaking which allowed the left tire (while still attached to the plane) to roll under allowing the left wing to drop and contact the ground; Almost no further slide from that point.