

Raymond H Grenier

11/11/11

[REDACTED]  
Nashua, NH 03063

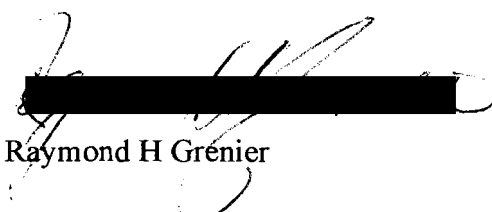
Sub: Statement

On 11/9/11 I was completing a local flight in my RV-8, N220RG. I was cleared to land on runway 32 by the Nashua tower controller and asked to allow space for one departure. I extended my downwind leg, turned base and final. Everything was normal with the airplane. I let down at 80 kts., and allowed the airspeed to decay to 70kts. I touched down and experienced a normal roll out until I sensed the right wing rise up. I attempted to correct with right rudder and stick, but the plane began a rapid spin to the left and came to a stop at the right edge of the runway with the right wing in contact with the runway. The plane was pointing approximately 130 degrees from the runway heading. I checked with my passenger, Roger Pritchard, who reported that he was OK. I shut down the engine; no prop ground strike, and informed the tower that we were ok and that we would need help to clear the airplane off the runway.

When I checked the airplane I noted that the right gear had completely separated and was lying in front of the right wing. The right wing skins were wrinkled, but the rest of the aircraft had no obvious damage. I found several pieces of the bracket that attaches the gear to the airplane on the runway, later we found additional pieces inside the cockpit.

Several people arrived including the Fire Department. We determined the best way to clear the runway was to have several people lift the right wing and walk the plane to the parking ramp.

We later used a tug and a dolly under the wing to move the plane to my hangar.

  
[REDACTED]  
Raymond H Grenier

Total Time: 2101.6 hours

Time last 90 Days: 6.8 hours

Time in Type: RV- 8 73.8 hours, RV- 4 126 hours, RV- 6 4 hours

November 9 2011

Roger S Pritchard

[REDACTED]

Nashua, NH

Re: Accident at Bore Field (KASH) in Ray Grenier's RV 8, N220RG with two of us on board.

After an uneventful landing and about a thousand feet down the runway the aircraft swerved right and then sharply left and ended up sitting on the left main gear, tail wheel and the right wingtip. The right main gear ended up approximately fifteen feet in front of and ten feet right of the front of the aircraft.

Roger S Pritchard

[REDACTED]