



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: October 24, 2016
Subject: NTSB Form 6120.1
NTSB Accident Number: ERA17LA013

Narrative:

Mr. Mickler was the pilot/owner/builder of the accident airplane and did not submit an NTSB Form 6120.1. However, all of the information necessary to complete the investigation was gathered by fax, telephone, email and conversations with Mr. Mickler, the local authorities and Federal Aviation Administration inspectors.

According to Mr. Mickler, the performance and handling of the airplane on the day of the accident was "fine... you couldn't ask for a better airplane." He said he was landing on runway 36 at his home airport and that the wind was a "little gusty" at the time. Mr. Mickler said he selected a touchdown point a little beyond the normal touchdown zone because the turf runway was "a little rough" there.

According to Mr. Mickler, the approach was flown about 65 KIAS, and that the airplane was travelling about 50 KIAS, or right at stall speed, at touchdown. The airplane touched down on the right main landing gear, then the left main gear, before he lowered the nose landing gear to the runway. He said, "The nose bounced right back up in the air and all I saw was sky. I don't know if I hit a chuck hole, or a ground hog's hole, or if a gust of wind caught me, but the nose shot right up." He said he "pushed the nose over" and the propeller struck the ground, the airplane nosed over, and came to rest inverted.

According to Mr. Mickler, he had completed the condition inspection of the airplane October 7, 2016 at 50.8 total aircraft hours. The airplane had accrued 52.0 total aircraft hours as of the day of the accident.

Mr. Mickler reported 800 total hours of flight experience, of which 75 hours were in the accident airplane make and model.

Winds reported at the time of the accident were from 060 degrees at 10 knots gusting to 14 knots.