

JON DONATO MEMORANDUM STATEMENT
6000 VFR, POU AS ALTERNATE,
GPS 8 APPROACH FOLLOWED IN WITH
CIRCLE NORTH, RIGHT DOWNWIND TO 26
RECALL REQUIRED STEEPER THAN NORMAL APPROACH
DUE TO HILL AND TOWERS IN LINE WITH RW26
EXTENDED LINE.

RECALL NOT BEING HIGH ON APPROACH.
RECALL TOUCHING DOWN ON OR SLIGHTLY AFTER
END OF DISPLACED THRESHOLD.
NOT UNUSUAL TO HAVE FIRST PEDAL PUSH SOFT.
ABS PROCEDURE PRIOR TO RECENT SERVICE BULLETIN
ON THIS AIRCRAFT DOES NOT ALLOW
TESTING OF BRAKES IN AIR PRIOR TO LANDING,
AS WOULD BE TYPICAL IN OTHER HIGH
PERFORMANCE AIRCRAFT AND I UNDERSTAND
IS ALLOWED AFTER 'SB IS PERFORMED.
I WAS ATTEMPTING TO SCHEDULE SB
ON ABS WITH SB ON LANDING GEAR AND
ECLIPSE SUGGESTED MAY 2016 WHEN MY
300 HR INSPECTION IS DUE. THEY ARE VERY
BUSY WITH SB'S ON HIGHER TIME A/C
WITH GEAR SB.

I WAS 2/3 (ESTIMATE) DOWN RUNWAY BY 2ND OR
3RD FULLY EXTENDED PEDAL, CONSIDERED
GO AROUND, DETERMINED TOO SHORT
REMAINING, WITH OBSTRUCTIONS, DECIDED
NO GO AROUND, CONTINUED PUMPING BRAKES TO
ABOUT 6 TIMES, THOUGHT ORIGINAL THAT I HAD
NO LEFT AND MAYBE SOME RIGHT BRAKE

BUT NOW BELIEVE I HAD NO LEFT OR
RIGHT BRAKE, AS OVERRUN CONTINUED I
TRIED A LEFT HOOK TO PUT AIRCRAFT
IN SKID, ESTIMATE CONTACT WITH
DIRT PILE AT 30± MPH (ESTIMATE) WITH
A SUDDEN STOP CAUSING PILOT HEAD
TO CONTACT GEAR SHIELD AND L3 SUPERIOR
END FRACTURE TO LOWER VERTEBRAE AND
FOREHEAD LACERATION AND HEMMORRAGE.

THIS IS MY STATEMENT

JOHN MCMDRTRIE 8/24/15

THIS 2 PAGE STATEMENT WAS PROVIDED TO FAA.

PILOT: FOREHEAD LACERATION 13 STITCHES BRAIN HEMMORRAGE

LOWER BACK FRACTURE SUPERIOR END L3

R SEAT: WIFE NANCY L. MCMDRTRIE

SORE NECK, BRUISED ARM AND THUMB FINGER

REAR SEAT: SON RYAN MCMDRTRIE

SORE NECK

TOTAL PILOT AND 2 PASSENGER