



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: December 3, 2019

Person Contacted: Nicholas Strnad [REDACTED] (accident CFI)

NTSB Accident Number: CEN20TA025

Narrative: In a phone conversation with Mr. Strnad, he stated the following:

During the preflight inspection he noted there was a recent flat tire in squawk book. The student's weight and balance calculation checked good and there were no issues with the CG location. The nose strut was extended more than normal. He asked two other pilots to check it, they looked at it and agreed it was extended farther than normal. He called a company mechanic to assess the strut. He could not remember the mechanics name. When the mechanic came to the airplane, he released pressure in the nose strut. After he released the pressure there was about 5 finger lengths of space in the strut extension. The mechanic closed the cowling and they were good to go. There was nothing abnormal with the landing gear during takeoff or the rest of the flight until the landing. Air traffic control cleared them to 5,000 ft VFR to Mount Pleasant. Because of King Air traffic they changed their intended runway. They entered downwind for 17, put the landing gear down and everything was normal. They were in a very controlled descent rate and nothing was abnormal. Student was perfect with the descent and landing. They completed the GUMPS check 3 times and everything good with the landing gear. They intended to land on or past the 1,000 ft mark. The back wheels touched down first, nose came down and it felt like they had a flat tire. They kept the nose up because he wanted to keep the landing soft. Suddenly it felt like the nose gear spring boarded them up and they bounced in the air. The second time down the plane bounced up and down then the strut came through the windscreen between both pilots. It was an extremely sudden movement from the nose gear and very unexpected.

End of conversation.



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Date: December 2, 2019

Person Contacted: Chevaan Meegolle [REDACTED] (trainee)

NTSB Accident Number: CEN20TA025

After the accident Mr. Meegolle called the NTSB ROC to report the event. He told the ROC personnel that the event happened on November 25, 2019, about 4:30 PM CST, at Mount Pleasant, TX. The airplane was a PA-34 (N15412), and the nose gear broke through cowling on landing. He stated that he was the trainee pilot onboard N15412 and that his instructor was the PIC at the time of the event.

Narrative: In a phone conversation with Mr. Meegolle, he stated the following to the IIC:

The preflight inspection was standard and fine but the nose strut was a lot longer than normal. A mechanic came and looked at it, unscrewed something, then jumped on nose bulkhead and it dropped lower. The nose strut was lower after that happened. Their flight was from DTO to Mt Pleasant. They planned to land on runway 35 but a King Air was on runway 17. They changed to left downwind for 17. GUMPS check was completed with 3 green and no red lights. 110 mph on downwind. On final approach they were at 95 mph. The mains touched first. Then when the nose wheel touched the airplane bounced once about 5 ft, then came down and the gear came through the floor. CFI was in right seat, he was in the left seat. CFI took over controls after the bounce – CFI said he had the controls and Chevaan complied. He's flown the Seneca for a total of 3 flights and 3.9 hrs not including the accident flight. One lesson before this one he completed 3-4 good landings with no bounces.

End of conversation.



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Date: December 9, 2019
Person Contacted: Clark Bohrer [REDACTED] (company mechanic)
NTSB Accident Number: CEN20TA025

Narrative: In a phone conversation with Mr. Bohrer, he stated the following:

He was working line maintenance at DTO on the day of the accident. He received a call from the pilot for a maintenance request at the airplane. When he arrived at the airplane the strut looked a little too high. It was a few inches from where it should have been – it was about 5.5-6 inches extended. He took the nose strut valve cap off and released a little nitrogen pressure from the strut. After he finished the strut was extended only 2.8 inches. The airplane maintenance manual calls for 2.6 +/- ¼ inch. No further maintenance was completed. He has not talked to either pilot since the accident.

A g-meter is installed in front right baggage compartment and it's a manual gauge. The mechanics look at g-meter during the 100-hour inspections. Any abnormal g forces will change the meter color to red from white/gray.

His Director of Maintenance is Dave Anderson and the lead mechanic is Shane Alley.

End of conversation.



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Date: December 9, 2019
Person Contacted: David Huffman – [REDACTED] (cell phone)
NTSB Accident Number: CEN20TA025

Narrative: In a phone conversation with Mr. Huffman, he stated the following:

He has an airplane at Mount Pleasant airport and witnessed the accident. He was the first to arrive on scene. He stated that the airplane was very fast on final approach and bounced 3 times overall. On the first attempt the airplane came down pretty flat and very fast. It bounced 10 to 15 ft and came down on the nose gear, but the main landing gear were close behind so the airplane catapulted up again 10 ft or so. The airplane finally came down the last time directly on the nose gear. It hit hard and collapsed the nose into the firewall and windscreen. The pilots were both very rattled after the crash and didn't talk much about what happened. The CFI did say something about the nose gear.

End of conversation.



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Date: December 9, 2019

Person Contacted: James Story, [REDACTED] OSA airport main number

NTSB Accident Number: CEN20TA025

Narrative: In a phone conversation with Mr. Story, he stated the following:

He is an airport tech at Mount Pleasant airport and witnessed the accident. During landing the nose wheel came down first then the main landing gear, which were about 1 ft higher after the nose initially touched down. The airplane bounced back into the air a few feet. The second time it came down hard on the nose first then the main gear came down much later. The airplane slid on the runway and stopped near the 3,000 ft markers. The airplane initially touched down just past the 2,000 ft marker during the first attempt. The pilots were rattled and didn't say anything to him about the accident. He moved the airplane off the runway to the ramp.

End of conversation.