



MEMORANDUM FOR RECORD

Assistant Airport Director Email Summary

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: October 19, 2021

Email Received From: Cedric Simon, Assistant Airport Director, Lynchburg Regional Airport

Email Address: [REDACTED]

NTSB Accident Number: ERA22LA020

Narrative:

The following information was received in an email from Mr. Cedric Simon on October 19, 2021, at 1625 EDT regarding the accident involving N669GJ:

At 1208 on Sunday October 17th 2021 I received a call from Airport Police [Coffey] requesting I respond to the airport for an aircraft which was “on its belly on the runway”. Sunday is a regular day off for most airport staff including myself, so I called our on call maintenance supervisor [Coles] requesting his support and left my home for the airport. I arrived at the airport at approximately 1233 and made phone contact with Airport Police checking the status of the situation. On that phone conversation Police advised me there was no injuries and State Police had made the scene and were taking a report. I also spoke with Airport Police about the status of runway 4-22 and received confirmation the runway had been closed. I logged into NOTAM manager and confirmed the NOTAM closure of the runway. Before responding to the scene I made phone calls to airport tenants [we had a scheduled Part 121 operation at the time of the event] and attempted to reach the FSDO [I had the business hours phone number]. Before making the scene I spoke to ATC and received the number for the ROC and discussed closing Taxiways to create a route to the site for response vehicles. ATC declined to close any taxiways [to move other aircraft to RWY 17-35] and stated they could continue to work with escorts on ground frequency. I arrived on scene and observed the aircraft resting on its fuselage on the runway between Taxiways B1 and B2. The aircraft was on the right side of the runway close to the edge marking. There was a scrape mark on the runway surface leading to the spot the aircraft was stopped but no damage was observed to airport infrastructure. I made contact with the ROC who got NTSB [Gunther] on the phone with me NTSB instructed me to take photos and after coordination on the phone gave verbal permission to move the aircraft from RWY 4-22. Once permission was granted to move the aircraft the aircraft owner [Upson] signed a release for the on field FBO [Freedom Aviation] to move the aircraft. The FBO contacted a tow company [Bee Line Towing] and requested a lift truck to raise the aircraft. The tow truck arrived at approximately 1345 and with the assistance of FBO personnel started rigging the aircraft. The aircraft was lifted off the runway and FBO personnel deployed the landing gear utilizing the Johnson bar between the seats. Prior to this action that bar had been in the “gear up” position the entire time I was on the scene. FBO personnel inspected the gear and commented verbally on the left main tire having a flat spot and possible loading stress. No other issues were observed and a tow tractor was hooked to the aircraft for removal from the runway. The aircraft was towed by FBO personnel to Hangar 8 without incident.

Runway 4-22 was inspected by myself and opened at 1414. While towing the aircraft off the movement area the FSDO called and emphasized no work was to take place on the aircraft as this is an active investigation. That comment was relayed to FBO staff at Hangar 8.