



NTSB RECORD OF CONVERSATION

Lynn Spencer
Air Safety Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Dates: July 6, 2020 and July 7, 2020
Person Interviewed: Mr. Andrew Lourake, pilot
NTSB Accident Number: ERA20LA237

The following is a summary of conversations that occurred with the above-named individual:

- Mr. Lourake stated that it was a normal flight from St Petersburg to Titusville except for some turbulence.
- He stated that he is “fresh out of school” on the airplane and he configured everything for landing.
- He crossed the threshold of Rwy 27 about 80 kts and stated that winds were 220° at 8 kts at the time.
- Just before touchdown, the airplane veered left of centerline and he released some of his crosswind correction yet still landed about 3-4 ft left of centerline.
- He stated that with the two main landing gear on the runway, the airplane nose started to move left so he relaxed the rudder pressure.
- As soon as the nose touched down, the airplane started to veer to the right, and he could not correct it with left aileron and rudder.
- The airplane “slid into the grass and kind of slid sideways and the wing went into the dirt.” He stated the aircraft left tire impressions across the white aim point markers, with the two main gear leaving tread impressions, and the nose gear leaving a much darker and solis skid mark. He also stated the nose gear impression through the grass was one of as if the nose tire was sideways, while the impressions through the grass looked to be tracking normally.
- He stated that the airplane came to rest about 70-80° from runway heading.
- He does not feel that it had anything to do with crosswind. He cannot explain what happened.
- He added that the airplane is “fresh off its 50 hr maintenance” and that they had replaced the left strut, and had adjusted sensors on the nose gear.



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- He reported slightly under 5000 hours of flight time and is a former Air Force pilot; he has about 25 hours in this airplane, and just over 100 in the PA-46.
- He also reported that when they were examining the airplane after the accident, the torque links were separated on the left main landing gear. He stated that the linkage bolt was inside one of the scissor pieces and that it looked “bent and stressed.”
- He felt that this might have happened during the time the airplane was sliding sideways in the grass. He did not see a nut or washers. He said that the bolt was threaded and had a little bend to it.



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Dates: August 10, 2020
Person Interviewed: Mr. Andrew Lourake, pilot
NTSB Accident Number: ERA20LA237

The following is a summary of conversations that occurred with the above-named individual:

- Mr. Lourake stated that when he pressed the rudder pedal after the nose gear landed and the airplane started to go toward the right, the airplane response felt like that of being on ice. He said the pedal resistance felt normal, but that it did not produce any response in the airplane direction.
- When I inquired about previous tug use, he estimated that they only used a tug to move the airplane about 3 times.
- When they used a tug, the tug faced the cockpit. They used a wing walker (he served this role), a manager who watched the tug to ensure it did not go out of nose gear limits, and the tug operator.
- He stated that he and the tug crews were well aware of the nose gear limits.
- He added that, in training, he was taught two ways to tell if a tug exceeded these limits:
1) The paint on the stops would appear scratched. (He inspected that every flight and theirs never appeared scratched). 2) Up inside the nose gear, there is a “shimmy damper” of sorts and if it spits out grease if it was pushed too far. He inspected that as part of his preflight and never witnessed any grease.