



## RECORD OF CONVERSATION

Pilot Statement

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: December 28, 2021  
Person Contacted: Howard Cheatham (Pilot)  
Contact # [REDACTED]  
NTSB Accident Number: ERA22LA093

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### **Narrative:**

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

Mr. Howard Cheatham was contacted by phone on December 28, 2021, at 1222 EST, at which time I left a voicemail for him. At 1236 EST, Mr. Cheatham returned my call. He called from 3 [REDACTED]. He provided an e-mail address of [REDACTED].

Mr. Cheatham explained that he departed Apopka (X04) at 1234 EST to fly to Inverness Airport (INF) where he flew two low approaches before heading back to X04. He heard that the airport's automated weather included wind from 280° at 8 kts. When he turned to final approach to runway 33, the airplane in front of him in the airport traffic pattern was about the clear the runway. That pilot called "clear of the runway" and Mr. Cheatham noted the weather sock indicated a crosswind from the left.

He touched down and as the nose descended, he released the rudder. The nose lowered then picked back up and he started in input forward pressure in an attempt to lower the nose; however, the nose started to drift left. He input full right rudder but he could not get the nose down and the airplane continued to the left. He added that the nose had not yet touched down when he was inputting rudder in an attempt to correct the left deviation. The airplane departed the runway and was heading for the taxiway where the airplane that had just landed was, so he avoided that airplane and impacted the hangar. After he exited his airplane, the pilot in front of him in the traffic pattern told him that he had to go around because of a gust.

Mr. Cheatham stated that he would have landed the airplane differently had he known it was gusting wind. He added that usually he does two low approaches before attempting to land but this time he was tired. He noted no anomalies or malfunctions before the landing. He is a sport pilot with about 64 hours.

The call ended at 1259 EST.

I was on final for runway 33 at X04 (Apopka airport) flying N19AA as I saw the windsock was favoring the runway to almost right down the runway, I had a bit of a crosswind, so I applied crosswind controls to keep me aligned to the right side of runway 33.

As I was coming down final, I checked the situation on the ground. The aircraft ahead of me had called clear of runway I could see him turning on to the taxi way, the runway was clear and N19AA was descending to the runway with a good sight picture. I hadn't experienced a gust at this point nor had any weather I heard or looked at said anything about a gust.

I touched down normally still holding the ailerons in crosswind the aircraft started to slow. The nose was coming down, so I allowed the nose wheel to center. I was down to 40 kts and decelerating. The aircraft was still favoring the right side of the runway at this point the nose came up un-commanded I was attempting to get it back down as the aircraft started to turn to the left, I applied full right rudder and applied the right brake while getting the nose back under control.

The aircraft started to correct but I ran out of rudder, at this point I had no indication that either was effective the full right rudder had no effect as did the brake (I can only assume at this point that the right tire was off the ground because I didn't feel the jerk of a full brake application).

At this point the aircraft had turned to side of the runway/taxiway and there was no getting it back I tried the entire way, until I came in contact with the down spout of the gutter on the hanger.

Once the aircraft stopped, I turned off the engine, the fuel and exited the aircraft.

  
Howard Cheatham