



## RECORD OF CONVERSATION

**Timothy W. Monville**  
**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: March 31, 2022**  
**Person Contacted: Adam L. Bowser**  
**NTSB Accident Number: ERA22LA164**

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### Narrative:

Mr. Adam L. Bowser was contacted by phone on March 25, 2022, at 1332 EDT. He was contacted at [REDACTED] He provided an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He stated that the airplane was built in 2004, then an individual at 15FL purchased it but it sat for years without being completed. He purchased the airplane in a state where it was partially assembled, which included the nose landing gear, wings, landing gear, and flight controls. While he owned it, he removed then installed a new instrument panel. Since he is an airframe and powerplant mechanic he thoroughly inspected every aspect of the airplane.

He was asked the following questions-

What is his airframe and powerplant mechanic certificate number?

[REDACTED]

Does he hold an inspection authorization (IA)?  
No.

What version nose landing gear does the airplane have?

The original from 2004. He did install a strut that stiffened the nose landing gear that was not made by Vans. That strut was designed to prevent the nose landing gear from folding/collapsing.

## NTSB questions Continued-

He also installed a more robust roll bar. The nose landing gear mount and engine mount were integrated.

Where is the airplane based?

15FL. It has a 2,600 ft long grass runway that was a “little wet.” He thinks from an engineering prospective the nose landing gear fairing can be improved.

On the 2<sup>nd</sup> bounce, he thinks the nose landing gear fairing dug into the turf, then the nose landing gear dug in, and the airplane nosed over. He thought after the 1<sup>st</sup> bounce the flight would be OK. On turf the fairing does not have enough clearance.

What was the nose landing gear tire pressure?

As part of his preflight check he checked the nose and main landing gear tire pressures and they were 25 and 35 psi, respectively.

Who was the kit shipped to?

He was not sure. The landing gear fairings that were installed were pressure recovery type that came with the kit. He was wearing the 5-point restraint (Hooker harness). There was no collapse of any structural components as the result of the nose-over. He was previously aware of the nose-over issue, and as such was very cautious during landing. On the bounce, he should have done an immediate go-around, and not attempt to recover. The bounce was a surprise to him.

The call end time was 1355 EDT.

The digest was e-mailed to him for review on March 31, 2022. He replied the same day at 1514 EDT with, “Mr. Monville, Your notes are an accurate account of our conversation.” The FINAL digest was e-mailed to him on March 31, 2022.