

To Whom It May Concern:

This letter is to serve as my written statement of the events that transpired in N580PU on the night of March 29, 2017. The route of flight was KLAF – KFWA – KSBN – KLAF. The lesson was a part of Purdue's AT 248. Lesson requirements included 5 takeoffs and landings at an airport with an operating control tower. Peter Lavieri was the student. Peter was not my regular student for that course. I flew with him that night as a favor to another instructor. I knew Peter before this flight because he was my student in the simulator course, AT 210, during which, Peter struck me as an exceptional pilot and student. On the evening of the flight, Peter received a standard weather briefing and I kept an eye on the weather for our route via the Garmin Pilot application. We departed Lafayette with two other Purdue aircraft. While the winds were high on the ground, at altitude, the air was exceptionally smooth. The flight progressed uneventfully. Peter was ahead of the aircraft the entire time. Throughout the flight, I did my best to teach Peter about the IFR environment since we recently began the simulator course. We were the second Purdue aircraft to arrive at Fort Wayne, where we planned on doing 4 touch and go's. We were vectored around to a long final for runway 5. Aircraft to land before us were a Purdue Cirrus, a regional jet, and a piper warrior. In that order, as far as I remember. On the long final, I programmed the ILS 5 into the G1000, for added glideslope information and as an educational extra for Peter. I verbally coached him through maintaining the glideslope with power changes and maintaining airspeed with pitch. Peter did really well and was on the glideslope as far as I remember. I do remember a few large power changes, at which point I explained to Peter that small power changes are the key to a good approach. This did not strike me as odd. I notice a lot of students with a variety of experience and skill have a tendency to overcorrect. Within a three-mile final, nothing was out of the ordinary at all. As we approached the runway, we had a right crosswind at about 30 degrees to the runway. The wind was stronger than usual, but did not give me any concern. I remember sitting up straight and focusing on Peter's crosswind correction as the aircraft reached a short final. I verbally coached the crosswind correction techniques and Peter did well. Peter initially began to flare high, which is common for a student at night. I coached him through pitching the nose down to maintain airspeed until we were at a better height above the runway to flare. Peter's cross wind correction was flawless. The aircraft was pointed straight down the runway and the right wing was dipped down into the wind. As peter began to flare, the aircraft very suddenly and severely rolled to the left. The roll was so severe that I thought I heard our left wing scrape the runway. Immediately I jumped on the controls. I do not remember which action occurred first, but the next two actions were almost simultaneous. I put in full right aileron and added full power for a go around. The full right aileron did little to nothing to roll the aircraft to the right. The wind pushed us left of the runway. As airspeed became greater, I was able to get the aircraft wings level and eventually pitched up to go around. I struggled to coordinate the aircraft with the rudders. The aircraft felt different. At no point did I feel like I had the aircraft under control. Approximately 25-50 feet above the ground, the aircraft rolled right and nose low. I had no control. I attempted to bring the power to idle because that is spin recovery procedure. I do not remember if I got it back to idle before we impacted. We impacted nose low and came to an immediate stop. I immediately asked Peter if he was okay, he said he thought his leg was broken. I shouted to get out of the airplane. I unbuckled my harness and ran around the rear of the aircraft to his side of the airplane. He managed to get the door open but could not get out because of his leg. I got up onto the wing and put my arms under his shoulders. I somehow managed to get him out and off the wing. I then dragged him away from the airplane in case it caught fire. We sat there waiting for emergency vehicles. I

assumed that tower saw us go down. After a couple of minutes, another instructor texted me and asked why I was not replying to tower's calls. I looked across the field and realized that we were in an area where it was plausible that tower did not see us go down. I texted the instructor saying "we went down" "Send trucks". He relayed the message to tower. Several vehicles arrived on the scene. After speaking with a fireman, I went in the aircraft to turn electrical switches and batteries off. I also pulled the mixture. The fuel selection switch was jammed so I could not turn it to off. I turned off the magnetos and removed the keys.

These events are told to the best of my ability. My memory of the events prior to impact is most certainly not perfect. I did my best to not write anything that I did not specifically remember happening. Obviously, there are a lot of unanswered questions and I did my best not to make any assumptions in this statement. I am more than happy to answer any resulting questions that you may have due to incomplete information or errors discovered. Best of luck in the rest of your respective investigations.

Best Regards,

Ryan Delahunty

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