

Personal Statement to FAA by Jerry Kemp
Re. N21GL accident

On September 2, 2022 around 2pm,

About 2pm John Watts ("Pilot 1") and I ("Pilot 2") were participating in a proficiency flight for Pilot 1 in a Great Lakes (N21GL). Pilot 1 was seated in the rear seat which has all functional controls and indicators. Pilot 2 was seated in the front seat which has basic avionics, throttle, and flight controls. The Great Lakes cannot be flown from the front seat for this reason, and the front seat is considered the passenger seat.

Pilot 1 started the aircraft, taxied, and took off from KBTL and we flew south out of BTL Class D airspace and did some steep turns, stalls and aircraft handling exercises over the country side.

We then flew to Coldwater MI (KOEB) for some landings. On Pilot 1's third landing I asked him to do a three-point landing as previously briefed on the ground before flight. On short final he got high and slow so I told him to lower the nose and add power. Pilot 1 was slow to respond pulled the nose up (stick fully aft) for the landing. I reached for the throttle but was too late. The airplane stalled approximately 5 to 8 feet above the turf runway and dropped in hard. The front gear collapsed and the airplane went tail to nose over on its back. We shut all switches and fuel off, got out and called 911.

We were transported to the hospital.

No serious injuries.

Jerry Kemp