

Official Statement

August 4th, 2023
Nicolas Gomez
Wayman Aviation Academy

Subject: Accident Statement

To whom it may concern,

On August 2, 2023 I, Nicolas Gomez flew with my student Antonio Moreno from KHWO to 2IS in a CE-172S N1403R for his Private Pilot checkride. The day before I got into bed at 9:00pm and fell asleep. I woke up at 4:00am. I did not have time to eat breakfast and was leaving my house at 4:30am to go drive to Wayman Aviation. During that time I had multiple battery issues with multiple cars which then led me to arrive at the school at around 5:15am. We departed KHWO at 5:30am and flew our way to 2IS. As we were approaching 2IS it was 6:20am and it was still dark outside, the winds were 230 at 5 knots, skies clear, visibility 10. I instructed my student Antonio to practice a few landings since we are early. Antonio was instructed to perform a short field landing for runway 31 with a 150 ft obstacle about 1500 ft before his intended landing point. He agrees to this and continues with his approach. He clears the obstacle at 200 ft and then continues down on with his approach with him fully in command of the airplane. Airspeed over the obstacle and down there after was 60 knots and went as low as 58 knots. Students' approach was stable and airspeed was stable. The only issue I noticed as the CFI was he was a little low and could have added some power to compensate for that. I as the CFI did not intervene as Antonio has been signed off for checkride and is more than capable and aware of making this adjustment himself. In addition to that he has done his solo cross countries at similar airports without any issues or failures on any of his solo lessons. We both have also done a night cross country to 2IS during his training where he was within standard as well. I let him continue to have full controls of the airplane without any interference from myself and he continued to be low on the approach. He then proceeded to transition which then led to a hard impact felt on the nose gear as we crossed the runway. The student seemed to have impacted the beginning of the runway with the nose gear due to the low approach. As soon as the impact was felt, I took over the controls completely and made the decision to go around and land the airplane myself with a soft field landing. I made left traffic for runway 31 and there on configured the airplane for a soft field landing knowing the impact probably damaged the landing gear. Continuing on with the approach I touched down centerline and as softly as I could, holding fully aft elevator pressure and began to brake while maintaining directional control of the airplane. However even with fully aft elevator pressure the nose gear began to touch down gently on the ground and collapsed. The airplane began to veer off to the left and I attempted to add right rudder and brakes to stop the airplane which due to the collapsed nose gear I had no control of the direction the airplane would go. We then veered off to the left of the runway onto the grass. I quickly secured the airplane, ran through the securing checklist of the airplane to

avoid any further damage from being possible. Fuel was placed on the left position after exiting the airplane. Neither of us were injured.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.