

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:40 PM	DATE 08/24/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Kathleen Onegna- [REDACTED]		ROUTING	
		SYMBOL	INITIALS
[REDACTED]			
Antioch, TN. 37103			
SUBJECT N8629M accident at BNA			
DIGEST The events recalled by Kathleen Ongena:			
Returning from a training flight with Tim Haller as the instructor pilot was normal. Was			
the second flight in the multiengine airplane working on her multiengine rating. Approach			
to 20C very stable 90kts with hand on the throttle to reduce the power in the round-out,			
bounced, and do not recall if power was all the way at idle or not. Tim took over a go			
around was attempted but we went off left side of runway. Weather was VFR, flaps were in			
the full extended position. Kathleen does not remember anything after that.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 08/24/2020	TITLE ASI Brian Kohler	SIGNATURE	

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 2:15 PM	DATE 08/24/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Tim Haller N8629M- [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N8629M			
DIGEST The events as recalled by Tim Haller:			
This was a training flight for Kathleen and was her second flight in the muultiengine. We departed BNA eastward and climb to 5500 feet for maneuvers. Landed at KXNX, taxi back and departed. The approach was normal back into BNA. In the round out about 5-10 feet above Tim instructed Kathleen to close the throttle and let the plane settle. All the sudden the plane slammed on the runway. Tim as the instructor took over and pushed the throttles forward to attempted a go around. The engines didn't seem to increase power. The plane started to roll and yaw left, then increasingly roll left. At this time Tim reduced the power and pushed the nose over. The plane drifted left and crashed there. The impact knocked the headsets and glasses off but put them back on and called tower to inform them they were ok but to roll the trucks. Around this time, Tim noticed the prop levers were in the feather position. He then secured the power and fuel to the off position and exited the plane. Tim estimates the initial touchdown speed was 3-4kts above the Vso/redline. Tim speculates that the student brought the prop lever back verses the power level back in the round-out, resulting in the feathered propellers.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 08/24/2020	TITLE ASI Brian Kohler	SIGNATURE	