

Written Statement by Benjamin P. Davis regarding N155TE Comanche PA-24
Accident that occurred on October 10, 2020.

October 10, 2020 9:50 PM

Arrived at Potomac Airfield (VKX) airport about 9:15 AM after previously calling for a weather briefing and filing a flight plan. Temperature was around 60 degrees, sky was over cast, but the briefer indicated that according to DCA cloud bottoms were up around 18,000 feet. I opened the hanger and removed the aircraft covers and began the preflight. Larry Epley arrived while I was pre-fighting. I went to my vehicle to grab my headset, iPad and mask. Upon returning I strained the fuel tanks and poured the removed gas into the tractor. I pulled the plane out and closed the hanger doors. We boarded the airplane and I called the Tracon for the departure clearance. I started the aircraft engine, checked for oil pressure and fuel pressure to register and made radio check calls. I then set the flight instruments and taxied to the taxi way in the direction of runway 24.

After making a couple of slight turns to confirm the directional gyro (DG) was working I continued to the runway 24 run-up area. After the run-up was completed I made a radio call to advise VKX traffic I taking active runway 24 and departed 24. After reaching 85mph, I pulled back on yoke slightly until 155TE lifted off the runway. After indicating a positive rate of climb I retracted the landing gear, removed takeoff flaps and held a slight climb attitude until reaching 105 mph and then steepened the climb attitude. I switched radio frequencies to contact Potomac Approach, checked in and was given the barometric pressure and was advised that I was observed on radar and to remain clear of Class Bravo Airspace.

When I reached 1300 feet in altitude, I leveled out on a heading of 180 degrees. Larry took sticky pad post-its and covered up the DG and Attitude indicator to simulate partial panel. Larry advised me to turn to a heading of 210 degrees and climb to 2400 feet. We encountered a little light drizzle and I was told to turn to a heading of 240 degrees. On partial panel, I was flying track and bearing heading on the GPS. Approach control called to inquire our intentions and Larry responded that we were going to fly the Maryland Airport (2W5) approach and go missed. The controller acknowledged the request. I reminded Larry that during our preflight discussion, he advised that a circling landing had to be executed for IPC. Larry concurred. When we reached JAAAK Waypoint heading outbound, the approach controller again requested our intentions and Larry advised that we were going to do a circling approach to 2W5 and land. Permission was granted to change to advisory frequency 122.70, and instructions were given to call back on the same approach frequency after taking off from 2W5. I flew the RNAV2 approach as published and guided by the

Garmin 530 WAAS. I executed a teardrop course reversal per the guidance of the GPS while operating with a partial panel and under a baseball cap mounted hood that was provided by Larry before initial engine start up. Larry posed as the tower controller and cleared me for the approach and landing. I slowed airplane to under 150mph, dropped the landing gear, set approach flaps and continued the descent. When I reached DH of 700 I was told to look out and I saw runway 2 and began circling via a Right Traffic Pattern to runway 20. We landed on runway 20 and came to a complete stop. I cleaned up airplane by shutting off the fuel pump and removing flaps and resetting trim and then started taxiing to runway 20 to return to VKX.

While taxiing we discussed the landing as it was set up to be a greaser but I kept pulling back after touchdown which caused a slight bounce. I explained that the only reason I kept pulling back is because when we flew the previous week for my BFR, Larry told me that I was giving up on the landing by not holding the nose wheel off the runway for as long as possible. He recalled and in addition was trying to figure out why the aircraft's GPS was not giving us vertical guidance, but could not determine why.

After completing the takeoff checklist on the panel I made the radio call that we were taking 2W5 active runway 20. Once off runway 20 and having a positive rate of climb I raised the landing gear, removed flaps, and shut off the fuel boost pump. I radioed Maryland traffic to advise our intentions to depart to the north and Larry switched the frequency to Potomac approach and he made the radio call to advise them that we are off 2W5 and requested clearance to return to VKX. After a little back and forth clarifying that we were clear to return to VKX, Potomac approach controller finally gave confirmation and we proceeded back. Larry made radio call that VKX was insight and permission was granted to switch to advisory frequency.

I slowed the airplane down to below 150 mph, dropped the landing gear and set approach flaps. Larry radioed that we were downwind for runway 24. I thought I saw an airplane at runway 6 and asked Larry to help keep an eye out. We turned base leg at about 800 feet and at around 90mph. I turned final, lined up, and started the descent to land on runway 24. I added full flaps and continued the descent. Target speed is 85mph, but I got down to 80mph and lowered my nose a little to pick up airspeed. We crossed the runway numbers and I started the round out. I realized that I was sinking faster than I liked and started adding power to arrest the descent rate. The airplane bounced. Larry told me to go around so I added full power. When I looked over at Larry I saw that he had pulled the yoke to his chest to make airplane climb. Before I know it we were heading for the trees on the left near HJ Aviation and told him I don't want to go there. I recall thinking this was strange to me for him to be pulling back on the yoke before building up speed but in the moment I thought Larry

knew something that I did not. We were nose high the whole time after initial touchdown and I only recall seeing the tree line in front and wanted to terminate the go-around attempt.

With a nose high attitude the airplane could not build enough airspeed to fly and eventually came down on the left side of the runway. The right wing struck a parked Mooney and spun out in the grass.

After the airplane came to rest, I cut off the master switch and fuel pump and removed the keys before we got out. I yelled at Larry to get out. He opened the door and we exited the airplane.

After we got away from the airplane, I asked Larry if he was ok and he indicated he was fine and I was as well. When we spoke about what he recalled he indicated that he recalled that I was slow and not lined up on the runway. He told me to go around. He indicated that he thought I raised the landing gear or tried to, but I advised him that I did not. I did not try. I recall being lined up on the runway and then out of control skidding around.

When I walked the track of the airplane, touchdown occurred near the numbers and we struck the landing light at the first intersection, ended up in the grass between the runway and taxi way and rolled to a position near the gas pumps and jumped across the runway to the left side before striking the Mooney.

Visibility was good and the winds were light and variable. No precipitation

Flight time in N155TE

47.9 total hours with 114 landings

7.3 hours in the last 45 days with 17 landings

10/12/2020 10:36 PM

As I reflect on things, I do not have a clear recollection of my initial touchdown. My last recollection is of clearing the threshold of the runway and beginning ground roll. Checking airspeed and noting that I was falling below 80 as I approached the threshold. Noticing that I was descending faster than I'd like and adding power to arrest the descent. The next thing I recall is being out of control, looking at Mr. Epley and seeing the yoke pulled back to his chest and hearing him say go around. I hope to ask Mr. Epley when he first recalls grabbing the yoke.



Statement by Lawrence Epley regarding Aircraft incident 10/10/2020 N155TE

I was providing Mr. Davis instrument training to complete his IPC. It was my understanding that Mr. Davis was a part owner of Comanche N155TE and that he was fully qualified in the aircraft. We had done most if the IPC in a Red Bird simulator. The training objective on this flight was to fly the RNAV RW 02 approach at 2W5 to circling minimums followed by a landing on RW20. I invited Mr. Davis to fly the approach with simulated partial panel. He accepted. The approach was well executed within ACS parameters. The landing at 2W5 was good. At that time, the training portion of the flight was complete. The return to the VKX traffic pattern was uneventful. Weather was good and winds were light.

Davis flew the right traffic pattern at to RW24. The pattern was normal and did not raise a concern. I was relaxed, expecting an ok landing. The aircraft got slow on short final rather suddenly. I became concerned and called for power. I saw a stall warning light on very short final. I do not recall seeing or feeling power being applied. We landed hard and bounced. Davis announced that he was going around. I felt that we were settling back to the ground and a hard impact was eminent. I did not feel any sense of accelerating. I may have instinctively pull some pitch to ease the impact. Mr. Davis said "you are fighting me" and I recall thinking that the situation was out of control and I could not help. I consciously released any attempt to control the aircraft. Throughout most of the time from the first bounce until near the end I had almost no forward visibility because of a very high pitch attitude. The aircraft flew at a very low height, possibly skimming or touching the ground more than once. It was clearly out of control, well behind the power curve and appeared to be unrecoverable. He clipped a parked aircraft on the left side of RW24 and came to rest in the grass on the left side of RW24.

Please let me know if I can be of further assistance.