

December 1, 2020

To whom it may concern:

This is the narrative of Mark J. Roszkowski to the best of my recollection and the events leading up to the aviation accident of N6203F, a Cessna 172N at Cynthiana, Kentucky (018) on the night of November 19th 2020.

The flight began with a weather briefing and TAF from KLEX at 4:30 pm local time. Ceilings were reported as clear and winds aloft were reported 2000 ft 180 degrees at 20 kts noted by me as concerning but not critical. I had arranged to fly to 27K to pick up two passengers and planned the flight as leaving KLEX, landing at 27K to pick up passengers, flying to KFFT for a night landing, flying to 018 for a night landing, flying back to 27K to drop off passengers and then flying to KLEX to complete the flight. I had "packed" that route on my foreflight computer and noted weather, notams and winds aloft.

After pre-flighting N6203F at the KLEX west ramp, I noted that oil was clean at 6 ½ quarts and fuel was at 38 gallons. I contacted ground and was cleared for a runway 27 departure, runway heading with winds at 180 at 12 knots. Wheels up time was about 5:15 p.m. local.

Upon departure, I flew heading 270 for about 4 minutes until getting cleared direct Georgetown. Lexington departure terminated radar service about halfway to Georgetown. I entered a left downwind for runway 21 Georgetown. I landed and taxied to the ramp where I picked up two passengers. I briefed the passengers on my planned flight, had them fasten seat belts, and told Tony (front seat passenger) that if he had any concerns such as airsickness that he should tell me immediately so I could take appropriate action.

After departing Georgetown, we flew VFR direct to KFFT and along the way I was answering questions about flying for Tony. As we approached the airport, I explained that I would illuminate runway lighting using the radio and I did so at a distance of about 5 miles on 122.8. I began making position calls for a straight in landing to runway 25 and noted no traffic in the pattern and winds at about 15 knots from the south. I pointed out the PAPI lights on the left and explained how I had to maintain runway centerline and glide slope through the approach. I then told them that I like a sterile cockpit so I could focus on the landing. The crosswind subsided at about 100 feet and the landing was smooth. When I was on about a ½ mile final, a Citation jet called downwind and I observed him in the pattern. He landed about two minutes behind us for fuel. I exited the runway about 2/3 down the length and circled back for takeoff.

I made the radio call departing RWY 25 and climbed to 500 ft AGL. As we turned toward Cynthiana, Tony began taking pictures with his cell phone. We passed to the north side of Toyota and he mentioned that he was texting a friend about this flight. I then told him that I could probably fly near his friend's house which he noted was near the intersection of Rogers Gap and Muddy Ford road in Scott County. I circled once to the left and then proceeded to

Cynthiana. Tony said we were close enough to his friend's house that his friend texted a picture of our plane to him.

I explained to the passengers that I had remained on 122.8 en route so I could monitor Cynthiana traffic. Hearing no traffic from KFFT to OI8, at a distance of about 4 miles, I once again illuminated runway lighting with my radio. I pointed out the runway at 10 o'clock and about 3 miles to both passengers. I noted the winds now at about 190 degrees and 20 knots. I was south of runway 11 by about $\frac{1}{4}$ mile at pattern altitude and told the passengers that I was going to allow the wind to blow the plane into runway alignment but if the crosswind was too strong, I was only going to do a low approach and not land the plane. I ran through my pre landing checklist and because of the wind decided on a zero flap landing which I have executed numerous times before. There was no talking in the cockpit as I was on about a $\frac{1}{2}$ mile final at 70 kts. I noted the PAPI and I was slightly low with the second white light fading to red. I was holding right aileron to maintain runway heading and pushed on the left rudder pedal to see how much deflection I would need to maintain runway alignment.

At this point, my left foot slipped on the rudder pedal and I looked down for a split second. I placed my left foot firmly on the pedal now but my best estimation is that I had lost about 20 feet of altitude in an inadvertent slip. When I looked up, the PAPI was all red and I reached for the throttle to re-acquire the glide slope. Before I could apply throttle, I saw the tops of the trees at the same level as the top of the propeller and about 30 feet in front of the plane.

As we clipped the top of the tree, the airplane was thrown to the left about 20 degrees and downward about 10 degrees. At this time, I thought I saw the dry grass in the landing light and I instinctively pulled hard on the elevator so we would not impact the ground. I believe we flew for about three more seconds before impact.

When the aircraft came to a rest, I immediately turned off the master switch, exited the aircraft on the left and helped the two passengers exit the aircraft. I told the front seat passenger who still had his cell phone to call 911 and I reported the accident. The three of us walked away from the wreckage with minor injuries. The aircraft came to rest about 250 feet from the end of the runway in a field. The time was now about 6:45 p.m. local. The police arrived approximately 5 minutes later. An ambulance transported the three of us to the University of Kentucky to treat minor injuries and to get checked out. We were all released that evening.

I had flown into OI8 several times in the past both during the day and at night to get fuel as their prices were usually about \$1 per gallon less than KLEX. The moon that night was near $\frac{1}{4}$ full and moonlight was not helpful in illuminating the terrain. I was aware of the 4 degree PAPI and trees beyond both ends of the runway. I had the landing and taxi lights on since I had left Frankfort but the led light did not illuminate the trees until I was dangerously close. As a precautionary measure, I believe I should have clearly identified the tree line before the approach.