



MEMORANDUM FOR RECORD

Flight Instructor Statement via email

Peter Wentz
Air Safety Investigator
Eastern Region Aviation

Date: April 2, 2021

Person Contacted: Robert Smith (CFI)

CFI FAA cert # - [REDACTED]

NTSB Accident Number: ERA21LA168

Narrative:

CFI statement of events - Shortly after 9:00 am I went to the plane checked fuel (requested a top off from Sheltair) and oil; and preflighted the airplane to ensure it was ready for the day's flight. I met with David (Ayers) at 9:30 in the Sheltair pilot briefing room to review his flight plan. We reviewed weather, NOTAMS, and flightplan (KORL _ KCGC _ KOCF _ KORL). David had developed a written flight plan using a North Florida sectional and a flight plan on Foreflight. We reviewed his written flight plan in detail; checking courses, visual checkpoints, legs, time and fuel. For route to KCGC we discussed altitude clearance over KINF for pattern traffic and he verified he had plenty time to descend to KCGC. At KCGC we discussed pattern entry procedures for both runway 9 and 27. Reported winds at KCGC in the morning were 180@6 and we discussed coastal breezes and how KCGC winds could be different from nearby airports like KINF and KOCF. For route to KOCF I noted he did pick up that automated weather had been NOTAM'd as "out of service" and we discussed that that tower would give him airport condition and runway assignment when he reported in. Winds at KOCF were 180@8. For route to KORL we covered altitude over KLEE and that he should remain at least 2000 when passing over X04 before descending lower for Orlando. Morning winds at KORL were 170@6 and were forecasted to be about the same on return. We discussed the 5Ps (Plan - he has a good plan, Pilot - IMSAFE - he was ready to fly, Plane - He would preflight prior to departure, Passengers - None, Program - each landing was a full stop and taxi back; and he should program the GPS (Garmin 430W) and radios for the next stop prior to taking back off). Since his Ipad didn't have GPS capability I gave him mine to use on the flight and he asked about the different data that was available on the Garmin 430 versus the IPAD. We both then drove to the airplane and David did his own preflight of the aircraft (i didn't tell him that I had done one earlier). Once his preflight was complete I handed him the aircraft keys and left. I left the west ramp to drive over to the east ramp to watch him depart on runway 25. At the east ramp I listened to him contact tower, wait for several incoming traffic and a couple departures, and was cleared for departure. I watched him takeoff and stayed on my handheld until I heard the tower clear him for frequency change and to remain clear of Class Bravo.

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Sometime shortly after 12:30 I received a call from David indicating I wasn't going to like this call, but he had come into Crystal a little high and fast; that he had run off the runway and flipped the plane. I asked him how he was and he indicated he was scratched up and sore, but the plane was badly damaged. I told him that as long as he was ok the plane would work itself out. He then told me he was taking an ambulance to the hospital to be checked out at the hospital. A Citrus County Deputy then got on the phone and told me the plane did flip over, was significantly damaged, and that he was being taken to Seven Rivers Hospital to be checked out.

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I called him about an hour later and asked how he was. He indicated that they had looked him over and that he was a little sore and scratched up. I asked if I needed to come over and get him and he indicated his wife was already on the way. He apologised more about the plane and I told him not to worry about the plane, that him being ok was the first priority.

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The next morning I called David and found he had been transferred to the Hospital at Ocala and was under observation for a fracture in this neck.

Robert Smith