



MEMORANDUM FOR RECORD

Instructor Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: April 8, 2021
Person Contacted: Cassandra Froehlich (Flight Instructor)
Contact # [REDACTED]
NTSB Accident Number: ERA21LA175

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Ms. Froehlich was contacted by phone on April 8, 2021, at 1313 EDT. She was called at [REDACTED]. She provided an e-mail address of [REDACTED].

At the beginning of the interview, Ms. Froehlich was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. She was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; she agreed to the interview without representation and asked if she could call me back in 10 minutes. The call ended at 1316. Ms. Froehlich called me back at 1332 EDT.

She stated that she had about 600 hours total time, and about 280 hours as an instructor. She stated that, as a CFR Part 141 flight school, she and her student completed a thorough preflight briefing. Her student was a pre-solo student, and they were on Lesson 9 in the instruction syllabus. The goal of Lesson 9 was to perform landings with minimal assistance and this lesson would be her student's first unassisted landings. They made a plan and wrote down everything that they were going to do during the flight so that there would be no surprises.

They departed from Vero Beach, just north of Fort Pierce, and made an east departure over the shoreline. Once over the water and in the appropriate location to radio the tower controller, she requested "Five full-stop/taxi backs" at Fort Pierce. The controller directed them for a left downwind for runway 10L. While on downwind, the controller advised them to switch to runway 10R, which they did. The student executed a good landing on runway 10R and taxied back and departed on 10R. The controller then directed them to left traffic for a landing on runway 10L. At this time, the controllers conducted a shift change and directed all traffic to spread out and "give them a minute" to situate themselves in the tower. Ms. Froehlich explained that they are a training tower and this was typical when there was a shift change. Ms. Froehlich took the controls and turned toward the north to allow appropriate spacing. Once the tower controller returned to the radio, he instructed them to rejoin the midfield downwind for runway 10L. She turned the airplane back toward the airport and performed a positive exchange of

controls with her student. Her student then entered the left midfield downwind for runway 10L and made a normal landing. This was her second unassisted landing. They did a full stop and then taxied back for another takeoff.

They departed from runway 10L and turned left to stay in the pattern. She stated that everything was normal and there were no malfunctions or anomalies that would have precluded normal flight. There was a small right crosswind, and she observed some fluctuations in the airplane's airspeed as her student descended toward the runway, but she considered the approach to be stabilized. About 300 ft AGL, the airplane began to drift right of the centerline. When the student began to bring the power to idle and flare, the student allowed the airplane's nose to move right. Already to the right of the centerline, this "made things worse." Ms. Froehlich immediately took the controls to attempt a recovery; however, the airplane had insufficient airspeed and sank toward the runway, touching down tracking to the right. She used full brakes and attempted to recover toward the centerline and stated that she could not feel braking because they were too fast. The airplane continued to travel to the right, departed the runway and struck the directional sign for the taxiway. Although the right main landing gear fractured and came off, she continued to use the brakes. The airplane began to decelerate, sliding in the grass, and when the right wing dragged on the grass, the airplane pivoted on the right wing, coming to rest at a heading of about 300°.

She remained calm and advised her student that they were okay, and the situation was over. She performed a normal shutdown checklist then advised the tower that they had experienced a runway excursion.

She stated that she made an error thinking that the student could adjust and correct toward the centerline and that the correct decision would have been to perform a go-around maneuver when the approach became unstabilized. She stated that she just misjudged and thought that the corrections would come and that she learned a lot from this experience. The call ended at 1406.

The digest was e-mailed to her for review at 1502 EDT on April 8, 2021. She replied on April 8, 2021 at 1512 EDT indicating that the digest was accurate.