



MEMORANDUM FOR RECORD

Flight Instructor Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: July 8, 2021, 1147 EDT
Person Contacted: George Roberts, Flight Instructor
Contact # 8 [REDACTED]
NTSB Accident Number: ERA21LA280

Narrative:

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

Mr. George Roberts was contacted by phone on July 8, 2021, and a voicemail was left. He returned my call at 1147 EDT. He called from [REDACTED] and provided an e-mail address of [REDACTED].

Mr. Roberts informed me that he was the flight instructor on board the airplane, and that this was his second day of flying with this student. On their first day, they flew three times. On the day of the accident, they had flown twice, refueling after the first flight. The accident occurred on the second flight. He stated that his student was an Army Blackhawk helicopter pilot (with at least 300 hours in the Blackhawk) working to earn his fixed wing pilot certificate. The accident occurred at 1400 EDT (1800Z) and winds were "right down the runway at about 12 kts."

He reported that there was a little instability on the approach for this short field landing maneuver which the student corrected. Then, about 50 ft above the runway, the airplane began drifting to the left of the centerline and he instructed the student to go around. When the airplane came to rest, there were no flaps deployed, and he believes that the student "released all the flaps and they lost all the lift." He stated that the airplane sunk and hit the ground then struck one of the PAPI lights. He explained that this airplane had a manual flap system between the pilot and passenger seats and that he was not guarding it as he had never felt he had to. He stated that the pilot had performed go-around maneuvers previously and he had logged some of those in the pilot's logbook, and that they had briefing the procedures for a go-around maneuver earlier that day. He stated that the checklist procedures are "Add power, pitch up, and slowly retract flaps, one increment at a time" and that is what they had discussed. It was about power and pitch; however, this time his student simply did not execute correctly.

He stated that there were no malfunctions or anomalies with the airplane prior to this event. There was no weather involved, and no fatigue concerns. It was a hot day, but they had vents on in the airplane. This was a 160 hp engine and they had just refueled prior to this flight, but they were well within weight and balance limitations.

The call ended at 1205.

The digest was e-mailed to him for review on July 8, 2021, at 1225 EDT. He replied on July 9, 2021, at 0843 EDT with edits that were incorporated into the narrative. The corrected digest was e-mailed to him on July 9, 2021.



MEMORANDUM FOR RECORD

Fixed Wing Student Pilot

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: July 12, 2021, 1316 EDT
Person Contacted: Myles Braddock, Fixed Wing Student Pilot
NTSB Accident Number: ERA21LA280

Narrative:

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

Mr. Myles Braddock was contacted by email (to [REDACTED]) on July 12, 2021. He called me at 1316 EDT from [REDACTED].

I explained to Mr. Braddock the role of the NTSB, and that our investigations are for the purpose of determining probable cause, and to improve safety. I advised him that I had already spoken to his flight instructor. He explained that he is a Blackhawk helicopter pilot for the US Army and working on his fixed wing aircraft category rating.

He stated that they had finished the morning portion of their flight, debriefed and added fuel then went up flying again. They practiced short field takeoffs and some weather was starting to roll in and they were trying to get some more flying in before that weather.

He was set up to practice a short field approach and landing onto runway 24. There was more of a crosswind than he was accustomed to (about 30-40° left of runway heading at perhaps 15 knts) and he was crabbing into the wind on final approach. His instructor told him to touch down just past the VASI to simulate a short-field landing, so that was where he was aiming. When the airplane descended below the treeline, it seemed that he lost his crosswind components. The airplane lost some lift, and the airplane was still crabbed to the left although the crosswind component seemed gone. "I was late to respond, and I did not compensate with right rudder, so I lost even more altitude. I was going to be short of the VASI, so in my mind, I was just intending to land the airplane and chalk it up as a loss and try again.

He stated that he was still planning to land the airplane although he was left of centerline and his nose was still cocked to the left. Perhaps 25 ft above the runway, instructor said, "Go Around." He stated that he was not set-up mentally to do a go-around and this caught him by surprise, and he hesitated adding go-around power. He looked down to set the airplane up for the go-around and added power, but not right rudder, which compounded the problem. "When I added power, pitched up and got the flaps up, my instructor came on the controls with me, but it seemed like we didn't have enough airspeed or lift, and the stabilator impacted the VASI. He stated that there

was not a clear exchange of flight controls, so when the instructor started to assist him, he didn't want to fight him on the controls, so he just stopped flying, but didn't really know who was flying the airplane.

I let him know that the instructor stated that when the airplane came to rest, all the flaps were raised. I inquired as to who raised the flaps. He stated that he was not certain but believes the instructor might have. He did not recall. I let him know that his instructor had indicated that the student raised the flaps, and he stated, "I might have."

The call ended at 1343 EDT.