



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: October 7, 2021

Subject: Information Obtained from Inspector Ismael Reyes (FAA)

NTSB Case Number: ERA22LA006

According to Inspector Reyes, the airplane struck trees on approach to Runway 5 at Williston Municipal Airport (X60) Williston, Florida. The airplane was substantially damaged.

The right wing was bent in an upward direction at a 45-degree angle just outboard of the lift strut. The right aileron, and flap were damaged. The right tip cap had separated.

The upper and lower skins of the left wing were wrinkled, the left lift strut was bent and flattened, the left aileron and flap were damaged, and the outboard leading edge was crushed.

The leading edges of the vertical and horizontal stabilizers were damaged, and the left and right elevators were damaged.

The propeller spinner was crushed, and the cowling was dented.



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Date: October 7, 2021

Subject: Information Obtained from Coleman Martin (Flight Instructor)

NTSB Case Number: ERA22LA006

According to Mr. Martin, on the night of October 5, 2021, he was conducting an instruction flight and practicing landings. The flight had started at OCF and ended at X60.

Once the student pilot was comfortable with landing, Mr. Martin initiated a simulated engine failure with the landing light off on approach to runway 5 at X60.

He noticed that the airplane was low on the approach, and when they turned the landing light on, they were already in the trees.

He believed that the only factor that could have affected the flight was cloud layers around 4500 and 5500 feet that could block out the moon but was not sure of the cloud coverage.

The flight began around 2025 and ended around 2045.



MEMORANDUM FOR RECORD

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Eastern Region

Date: October 27, 2021
Subject: Information Obtained from Jakob Young (Student Pilot)
NTSB Case Number: ERA22LA006

According to Mr. Young, on the night of October 5, 2021, he was receiving night flight training and practicing landings with his instructor Coleman Martin.

They took off from OCF and flew to X60 and “that’s where it ended.” After completing 3 to 4 landings with his instructor offering tips and overall improvements, his instructor initiated a simulated engine failure on the downwind for runway 32, and Mr. Young made the decision to go for runway 5 at X60.

The landing lights were left off, and when his instructor asked if the lights were on, Mr. Young promptly answered “no”, and turned them on, simultaneously striking trees at that same moment.