



RECORD OF CONVERSATION

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Eastern Region

Date: October 26, 2021
Person Contacted: Benedict Ogbonna Obasi Nwachukwu
NTSB Accident Number: ERA22LA023

Narrative:

Mr. Benedict Ogbonna Obasi Nwachukwu was contacted by phone on October 25, 2021, at 1130 EDT. He was left a voice mail message. He returned the call the same day at 1221 EDT. The call was made to [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the phone call he 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. He 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; he agreed to the interview without representation.

He indicated that he holds a commercial pilot certificate with airplane single-engine land, airplane multi-engine land, and instrument airplane ratings. His certificate number was [REDACTED]. He also holds a flight instructor certificate with airplane single-engine, airplane multiengine, and instrument airplane ratings. He held a first-class medical certificate issued May 23, 2019, with no limitations. His date of birth was [REDACTED]. His total time is approximately 450 hours, with about 39 hours in the accident make and model airplane. Of the 39 hours, about 33 were when ferrying the airplane from Washington state to Florida in May 2021 as a result of purchase by the new owner (Lucien Valier). His email address is [REDACTED]. His phone number is [REDACTED]. The airplane was based at Brooksville – Tampa Bay Regional Airport (BKV), Brooksville, Florida.

He was flying the airplane from BKV to Inverness Airport (INF), Inverness, Florida, for maintenance which included installation of avionics and a 50 – hour check. The flight was conducted under 14 CFR Part 91 as a personal flight. Prior to the flight no fuel was added. He did a check of the weather for both airports, checked the NOTAMS, did weight and balance calculations, checked the runway lengths for takeoff and landing, and performed a normal walk

around preflight inspection of the airplane. As part of his preflight inspection he checked the lights, fuselage, empennage, and wings. A passenger (Svante Gustaf Littmarck), who happened to be his student was seated in the left seat, while he Benedict Obasi Nwachukwu was seated in the right seat and was pilot-in-command. He wanted his student to go along to get practice using the aircraft radios. They performed an engine run-up prior to departure and verified the engine, engine gauges, and instruments were all reading normal. The flight departed BKV from runway 3 at about 1113 EDT, climbed to but stayed below 3,000 ft mean sea level (msl) and proceeded direct to INF where the flight entered the right downwind leg of the airport traffic pattern for runway 01. He performed three touch-and-go landings and remained in the traffic pattern for a final full-stop landing. During the fourth approach he reported encountering a wind gust and, "landed really hard with the nose landing gear." He taxied off the runway onto a taxiway where he felt that the nose landing gear tire was flat. He stopped aircraft, secure the engine, and contacted the maintenance facility asking them to come out and replace the nose landing gear tire. Maintenance personnel attempted to change the tire but were unable. The airplane was towed to the ramp where maintenance personnel noted a compression wrinkle on the side of the fuselage adjacent to the firewall. They also noticed that the firewall was damaged. At that point the airplane insurance company was contacted.

He was asked the following questions:

At departure from BKV what was the fuel load?
Approximately 30 gallons.

Was the weight and balance within limits?
Yes.

Did you have any flight following or ATC contact during the flight?
No.

Did you have a flight plan filed for the flight?
No.

Explain in detail the approach for the accident landing.
He entered the airport traffic pattern on a 45° downwind for runway 01. He was flying at 1,050 feet msl and 80 knots. When the flight was abeam the runway he lowered the first notch of flaps, reduced throttle which in turn reduced airspeed, and turned onto the base leg of the airport traffic pattern where he slowed to 70 knots. He turned onto the final leg of the airport traffic pattern where he slowed to 60 to 65 knots, and added full flaps.

What was your speed over the threshold?
60 knots over the numbers, where he reduced power for landing.

Where is the wind from?
The wind was from the right at 060° and 7 knots, which required him to add right crosswind correction (right-wing low left rudder). He encountered a gust of wind, which caused the airplane to balloon between 50 and 100 ft. He reduced pitch, impacted the runway, and came to stop.

Did he hear the stall warning horn?

He knew he was close to stall airspeed (within 5 knots) but did not recall hearing it. He was considering performing a go-around but didn't.

Did you add power when the airplane ballooned?

He did add about 100 RPM or "not too much" then took that amount out. The airplane did bounce one time then touched down, then he taxied off the runway. He reported it, "was a really hard landing."

Was there anything wrong with the aircraft that caused the accident?

No, there was nothing wrong with the aircraft at the time of the flight.

What would you have done differently?

I would have performed a go-around at the first balloon.

Did you debrief with the student after the accident discussing the circumstances of the accident and how it could've been prevented?

Yes, it was mentioned that during the first balloon he should have initiated a go-around.

Do you have any questions for NTSB?

What happens next? He was informed that he and the aircraft owner were required to complete the NTSB Pilot/Operator Aircraft Accident/Incident report form. This student was also required to complete a portion of the report. In addition, he was required to review the typed interview summary, and respond with any corrections.

What restraint were you wearing?

The four-point seat belt and shoulder harness. He was not injured.

What restraint was the passenger or student wearing?

He was wearing the four-point seat belt and shoulder harness. He also was not injured.

Did the emergency locator transmitter (ELT) activate?

No.

Confirm the accident occurred during the fourth landing?

Yes. He had planned to do a full-stop landing.

What was the time of the accident?

About 1230 EDT.

The call ended at 1258 EDT

The digest was e-mailed to him for review on October 26, 2021. He replied on October 29, 2021, at 1404 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on October 29, 2021.