

From:
To:
Subject:
Date:

Re: Pilot statement for N62283
Monday, March 28, 2022 2:39:19 PM

Hello, Ron. Bellow is my best effort to recall the events on 25 March 2022 starting with my arrival at the Flight School until EMS arrived at the crash site. If there is anything else at all that you need answered or clarified please let me know. Feel free to call/text me any time at [REDACTED]

On the morning of 25 March 2022 I arrived at the Flight School of Gwinnett at approximately 0845 for a flight with my instructor, Roy. I had a full night's sleep (at least 8hrs) and was feeling good and well-rested. I checked the weather for our departure airport and the airport we would be flying to making sure conditions were good for VFR flight. The weather that morning for both locations was well within VFR limits. We planned on going to Barrow County Airport (KWDR) to practice landings. Prior to leaving Gwinnett County Airport (KLZU) we did our preflight inspection on our aircraft, N62283, following the checklist for that Cessna model. The inspection was thorough, as usual, and both of us checked flight controls at that time and everything seemed to be operating normally. There was no visual evidence of any defective systems. Fuel was full and oil level was good. The weather by this time was still looking okay for flight: visibility was great (10+ statute miles), winds were light (4kts I think), and from the West-Northwest. Our flight to KWDR was smooth and normal. I was on the left side and flew us there and neither felt nor saw any indication of malfunctioning equipment or control systems. Once at KWDR we entered the pattern and began landing practice using runway 31 staying in the pattern. We did several touch and go's and a few full stop taxi back's and never had any issues with our controls. The wind speed was increasing and it began to get a little bumpy, but nothing too bad. During our last landing, as I was leveling the plane out on final approach for runway 31, I turned the yoke to the right and felt it give as if a cable had become detached. My instructor, Roy, immediately took control and felt the same thing. The yoke could be turned in a complete circle with no response from the plane. At this point we both realized that we no longer had any control of our ailerons. I can't recall whether we had elevator control or not, however, either way we were going to have to make a crash landing somewhere. The wind was from the West so our plane began to bank North Northeast. We continued in this bank until we came to the wooded area where we eventually crash landed. I believe we were only about 500 feet AGL when the controls first failed. We glided for what felt like 20-30 seconds after Roy took control before we began to hit the pine trees in the woods. Once the plane came to a stop it burst into flames. I released my seat belt and felt that my left foot was stuck so I had to yank it out. Upon exiting the aircraft I heard Roy yelling for help. As I turned around I saw that he was still stuck in the plane and on fire. I ran back, pulled him from the plane and put him out. We made it to a road approximately 100 yards from the crash and asked a couple who was driving by to call 911 while I assessed Roy's injuries. I spoke to the dispatcher and gave them our location the best I could and EMS arrived shortly after.

On Sat, Mar 26, 2022, 4:38 PM Rakestraw, Ron (FAA)

[REDACTED] wrote:

Good afternoon Mr. Turner,

I am very glad that you are healing nicely and that you were able to “walk away” (albeit with an injured ankle) from yesterday’s events in N62283. As you relayed to me earlier today on the phone you have thought of little else than the flight and the events that led up to the accident that you and Mr. Liou (Roy) experienced and have told the “story” several times.

I would like to ask you to provide me a written statement of everything you remember about the day with regards to the operation of N62283, starting from how much rest you got the night before, what you did as far as preflight, any fueling activities, weather briefings, etc. and everything about the operation of the aircraft, weather, and of course what happened up to and after the accident.

There are very few folks in the world that made it through an event such as you did that can offer the insight we need to possibly prevent this from occurring again. Your input is very valuable and needed. I appreciate your time and hope you have a speedy and full recovery.

Warmest regards,

Ron Rakestraw

Aviation Safety

Principal Avionics Inspector

AFG-700 Atlanta Flight Standards District Office

[REDACTED]