

June 29, 2022

To: John Callahan, FAA

In Re: Incident for N7883P at KBID Jun 25, 2022

Pilot Statement: Thomas C. Marino

I was arriving at KBID from 7B2, and I set up a crosswind of 28 for left downwind for runway 28. I had the plane configured on downwind with gear down and added 1st flap setting abeam the numbers. I turned left base and then to final. I had my speed configured and added last notch of flaps for landing.

I began my flair for landing as usual and waited for plane to settle on to main gear. I floated more than I expected and knew runway was short. When I first touched down, I had a small bounce and then settled on main gear and then nosewheel.

Once down I applied brakes from toe brakes. I was aware at that time that the end of the runway was approaching fast, and I did not think I would be able to stop before exiting the end of the runway. I could not see over the end of the runway as I saw grass and what I believed was a drop off slope away from runway. I did not want to exit straight ahead and risk a nose wheel collapse and possible nose over of the aircraft, so I decided to turn right where there was grass between the runway and the taxi area at the end of runway 10. I could see there was more of a flat area in that direction. I applied maximum braking and exited the runway and crossed the grass, the taxi way and into the grass where the plane came to a stop. The propeller had stopped turning and engine was stopped. I switched off the mags and master switch and exited the aircraft.

Thomas C. Marino /s/