
Fwd: Report of Incident Monday Feb 5, 2023

Timothy Bartlett [REDACTED] Tue, Feb 7, 2023 at 9:24 AM
To: Chris Graessle <[REDACTED]> [REDACTED], Mitch Semel [REDACTED], Ryan Mayo [REDACTED]

----- Forwarded message -----

From: Robert Brown [REDACTED]
Date: Tue, Feb 7, 2023 at 9:23 AM
Subject: Report of Incident Monday Feb 5, 2023
To: [REDACTED]

Tim - let me know if this is what you need and I am happy to discuss. I believe I also need to file a NASA report. Can you direct me how to do that?

Best and many thanks

I arrived at Take Flight at approximately 2.50 pm for my lesson with instructor Ryan Voight. We conducted a full pre-flight check, filled with fuel and briefed for our short flight to 20N Kingston Ulster Airport. This was an airport I was not familiar with and Ryan prepped me that it behaved like a short field given the approach paths with a runway length of 3000 ft. Given the prevailing wind from the north and the absence of any traffic we decided to use runway 33. We joined the left pattern downwind on a 45 degree angle and prepared for a short field landing. Coming over the Kingston Bridge we were fully with full flaps but I was not convinced we were going to land with 200ft of the numbers and accordingly executed a go-around with no issues and rejoined the pattern.

On the second approach we were fully configured and crossing the bridge to land close to the numbers on 33. Ryan advised me to pull power to idle close to us crossing the bridge and I complied. As we were close to the numbers we suddenly, to my complete surprise, hit very hard and came to a full stop rapidly on the runway.

We both then immediately checked the other was unhurt and shut down the plane. The ELT had been triggered by the hard landing and Ryan made a call to ensure emergency services were not alerted. We then exited the plane. Ryan called Take Flight for assistance and we walked to the hangers to locate additional assistance.

Robert J. Brown

Email: [REDACTED]
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