

I believe the PIC (Raymart) is fairly new with around 110 hours of flight. Each time we flew together, he would say, "I respect your experience and want you to tell me if I'm doing something wrong." Problem is, he wouldn't actually listen to anything I shared and also didn't listen to others. His state of mind was not good when we left Knoxville as we were the last to leave and a storm was approaching. When we all first arrived to Knoxville, the other PICs took care of their fuel orders before lunch and Raymart was advised by one of the senior pilots on the board to do the same but he (Raymart) wanted to wait until after lunch, which turned out to be a mistake as the weather turned faster than we expected.

The flight from Knoxville, TN to Danville, KY was okay but the other passenger and myself were very uncomfortable with how much time Raymart spent looking at his large iPad instead of scanning outside. We (both of us passengers) are also pilots so we scanned outside the entire flight. I tried to share with Raymart the rule of thumb for scanning, "80% outside, 20% inside, as I'd always been taught. But he insisted that looking at the iPad to watch for traffic was much better.

He was very nervous as we approached KDVK and, at first, didn't do the standard pattern and altitude. The passenger in the back tapped me twice on the shoulder to ask, "what is he doing???" Then the PIC finally got in the pattern and final approach was decent enough. However, on short final, Raymart started to flare way too high — approximately 12–20 ft AGL and speed rapidly slowed down to less than 50. I had already said twice, "watch your speed!", as I saw it go quickly from 65 to 50. So I slightly nudged the yoke forward (with one finger) to indicate to the PIC to lower the nose a little and improve speed but instead he jerked back on yoke, added power, and we stalled and hit runway (first bounce), landing hard and flat on all three wheels. The PIC later told me that he did indeed see that he was slowing down and therefore added power (instead of lowering nose). So power was perhaps around 70% at this point?

Everything happened too fast after first bounce but I remember bouncing two more times during the swerving on runway, barely missing taxiway lights.

After second bounce, I attempted to add full power to try and lift off and go around. Too late, I realized this was not good as we were out of control. However, it seems that added power is what enabled us to fly across the ditch on our right (as opposed to going in the ditch and flipping over) and end up in the field, still upright, where we quickly stopped power and mixture. Do not recall feeling any prop strike, only the hard flat landings on the bounces. None of us were hurt. There appeared to be minimal damage to the plane but no prop strike.

After we got out of the plane and were waiting for someone to arrive, I asked Raymart why he started his flare early and high? He said, "I know most people like to get closer to the ground before flaring but I'm different and I like to flare a little higher." I honestly didn't know how to respond to this as I'd never heard anyone say that before.

We were all taken back to the FBO and conversations were had with one of the other board members as well as a visiting DPE. We were reminded of the importance of filling-out the ASRS form and we all spoke with each other a little before Adrian and his co-owner showed up to speak with us individually.

Written on Saturday, July 20, 2024, to the best of my knowledge and remembrance.

Deneese Krumm