



MEMORANDUM FOR RECORD

Timothy W. Monville
Sr. Air Safety Investigator
Office of Aviation Safety-Eastern Region

Date: October 22, 2024
Subject: ERA24LA366, Witness and Touch Down Locations
Contact: Hunter Bennett

Mr. Hunter Bennett, owner of HD Aerospace provided the Federal Aviation Administration an e-mail witness statement from e-mail address of [REDACTED]. He is an airframe and powerplant mechanic (A&P) with Inspection Authorization (IA) and is an Aircraft Electronics Technician. His work phone is [REDACTED]. His e-mail witness account copied in its entirety read:

"Friday afternoon, August 30th 2024, at approximately 3 PM I watched a Mooney cross the runway in the pattern traveling lower than normal. They turned downwind and base down runway 5. The approach looked fast and they floated down the runway only touching down after the last taxiway crossing. They then porpoised and bounced to the end of runway before pulling up off of the ground. He stalled; his left wing went down, hitting a tree. He rotated 180° and landed in a clearing next the powerlines beyond the airport fence. I drove down to the end of the runway with my coworkers after calling 911. We walked down to the bottom of the hill. I opened the door to the airplane and helped them get out. They both seemed disoriented, asking where they were and wanting to leave the area. We began walking back up the hill and the first responders arrived. Please let me know if there's any additional detail I can provide."

As part of the investigation Mr. Bennett was contacted to obtain his exact location when he witnessed the accident. Using Google Earth, he reported he was located at

39.445691° north latitude and -80.168511° west longitude, or about 234 ft and 111° from the runway 5 threshold marking (Figure 1).



Figure 1: Google Earth Plot Showing 4G7 Runway and Witness Location

Based on his account of seeing the airplane touch down past the last taxiway crossing, using Google Earth it was located about 836 ft before the departure end of runway 5 (Figure 2).



Figure 2: Google Earth Plot Showing 4G7 Runway, Witness Location, and Distance From Last Taxiway Crossing to Departure End of Runway 5

The NTSB Memorandum For Record (MFR) was e-mailed to him for review of October 22, 2024. He replied the same day at 1306 EDT with, "I looked over the document you sent for review, and I agree all of the information within is correct." The FINAL NTSB MFR was e-mailed to him of October 22, 2024.