

Statement of Events for N8152R – Thomson Sauer

Started off by arriving at the airport on the far side and parked in the public access area with my father. My father and I were interested in purchasing a 1/3 share in the partnership for 8152R. We walked along the hangars to N8152R, which had the hangar door open and we were greeted by Irv organizing and cleaning around the plane and hangar. We did a walk-around and talked about the partnership, plane history, etc. After the discussion we decided to take a flight; my father and I walked back to his car to retrieve our headsets and walked back to the plane pulled out of the hangar and ready to go, so my father and I climbed in and got situated.

Irv started up the plane utilizing checklists and after getting the ASOS we taxied to runway 23. After completing the run-up and pre-takeoff checklists we took off uneventfully and climbed out to the northwest. As we were approaching 3000 ft Irv handed the controls to me and I tried some different aileron and elevator inputs to feel the characteristics of the plane. After a couple of minutes of flying and a little testing of the autopilot I told Irv we could return and handed the controls back to Irv. We then joined the pattern at downwind for 23 at KDYL.

Irv performed the applicable checklists as well as did his GUMPS check. As we were coming in on final the crosswind from the right was leading to an unstable approach, although it was not anything egregious. As we crossed over the road just before runway 23 threshold Irv announced "I don't like this, I'm going to go-around". Irv applied full throttle, raised the flaps up to the middle setting (I am unfamiliar with the A36 and am not sure what each flap setting is labeled), and after accelerating raised the gear. As we were flying above the runway, I was mostly looking inside at what Irv was doing until I felt like the plane was not climbing. I then looked outside to see us at a low altitude and to the left of the runway. Irv stated "this isn't good!" just before we impacted the grass near Skyron Dr, then skipped to the parking apron, then slid into the parked Cessna 310. The initial impact with the ground was not physically rough but the slide into the 310 shattered the windshield which did the most damage to me with lacerations.

After we impacted the 310 I had to force the door open as Irv shouted "get out, get out!" while he was securing the plane for ditching. I held the door for my father to exit the back seat and then we assisted getting Irv out. The airport employees and emergency personnel arrived quickly to assist in helping us as well as securing the site of the crash.