

David Lewis
Aviation Accident Investigator
Aviation Safety - Eastern Region

Date: 10/29/2025

Subject: ERA25LA376, Passenger Statement

Contact: Nicholas Bernice, Passenger, Airplane stakeholder

Passenger Statement of Nicholas Bernice

Date of Accident: September 28, 2025

Location: Greenwood Lake Airport {4NI}, West Milford, New Jersey

Aircraft: Cirrus SR22 N283WT

On the above date, I was a passenger in a Cirrus Design Corp. model SR22 aircraft bearing United States (FAA) registration marks N283WT (the "Aircraft"). I currently own a 28% share of the Aircraft. The pilot in command (PIC) of the accident flight was Sheldon Teperman, who owns the remaining majority interest {72%} of the Aircraft.

On the morning of the accident flight, Dr. Teperman invited me to go flying with him and to fly to breakfast. Prior to the accident, Dr. Teperman flew us to Hudson Valley Regional Airport (KPOU) and performed normal landings at both KPOU and Sky Acres (44N). He acted as PIC during all flights that day which were conducted as pleasure flights under FAR Part 91. Although I am a certificated flight instructor, and we always discuss various aviation topics, I did not give formal instruction to Dr. Teperman during any of the flights on the date of the subject accident. I sat in the right front seat of the Aircraft during all flights that day and I did not manipulate the flight controls.

Prior to the date of the accident flight, I did provide many hours of flight instruction to Dr. Teperman mostly for cross country training. Additionally, I completed a Flight Review for Dr. Teperman on August 17, 2025. I structured Dr. Teperman's flight review over a month to build the proficiency that he needed to achieve a satisfactory standard on the many concepts of a flight review. I use the standard flight review checklist currently in use at the flight school with which I am affiliated. It is important to note that even as we were going through the flight review sheet, Dr. Teperman commented on at least two occasions that I was making him do too much, implying that I was somehow being unfair or harder on him than other pilots seeking the same training. Ultimately, however, Dr. Teperman did complete the required flight review tasks, and I signed off the endorsement.

In the time that I have known Dr. Teperman, I observed him to be generally resistant to receiving instruction, often becoming argumentative and comparing nuances among other flight instructors and pilots. During flights as recently as this past summer, after I provided him with suggestions regarding landings, Dr. Teperman has become annoyed at me for giving the unsolicited advice.

During the accident flight, Dr. Teperman made a normal approach to runway 6 at Greenwood lake Airport. However, during the landing, he did not adequately round out the approach for landing and the Aircraft bounced off the runway and inexplicably yawed approximately 50 to 60 degrees to the right, with a left bank angle of about twenty degrees as momentum continued to carry us down the runway. I observed Dr. Teperman apply alternating control inputs, which resulted in the aircraft over-banking and yawing. As a result, both wingtips and the tail made contact with the ground.

Dr. Teperman briefly applied power which stabilized the aircraft's descent momentarily. Being entirely too slow for a go around, he then reduced the power and aircraft touched down again but continued to yaw, veering left, then right, then left, and departed the runway surface. These erratic movements were a result of Dr. Teperman making large control inputs. He did call for help, but by the time Dr. Teperman spoke up we were off the runway in the grass, when it was entirely too late to do anything but wait to come to a stop. The Aircraft quickly came to rest in tall grass to the left of Runway 6, aligned roughly perpendicular to the runway centerline. At some point during the runway excursion, the right main tire blew out increasing drag on the right side which likely prevented further left travel toward the taller vegetation and fence.

The Aircraft is equipped with four-point inflatable restraint systems at each front seat, and I was wearing all components of the restraint system for my seat (lap

belt and shoulder harness). The system did not inflate during the accident. Once the Aircraft came to rest, Dr. Teperman and I were able to open our respective doors and exit the Aircraft. I did not notice any damage to the doors or latch mechanisms. Beyond the having restraint system fastened, I did not deploy or activate any other safety equipment during or after the accident.

Please contact me if you have any questions.