

Benhoff Kathryn

From: chen longhao [REDACTED]
Sent: Monday, August 29, 2016 11:50 AM
To: Benhoff Kathryn
Subject: Re: N8120S Accident

Hi Kate

Here is my personal report on the N8120S.

The trip on 08/24/2016 started from airport 7b2, located in west Mass, and planned to head for Chicago. Alexander and I started preparing the trip a few days ahead in terms of the following categories, weather, aircraft, pilots, and external pressure. We were constantly watching weather ahead and noticed that there was a cold front pushing from midwest of United States to the east yet the weather in Northeast looks very nice. Both the ceilings and visibility were great and it was definitely a VFR day on 08/24/2016. Aircraft was under its annual inspection before the trip by the mechanics in 7B2 hanger and we did a test flight on 08/23/2016 and it was also in good shape. I did NOT notice any sign of alcohol or drugs use by me or Alexander and both of us had enough sleep the night before. On the morning of 08/24/2016, Alexander and I went to get some coffee from Dunkin Donuts, so we were both very conscious during the trip. Alexander was planning to fly back to Duluth, MN by Saturday but I had warned him that due to the cold front pushing from mid-west, there was a chance that we may not be back on time. So we were not under a lot of external pressure on 08/24/2016.

We started the take off at around 9am EST time and flew to our first destination N27. Everything was normal and we fueled the aircraft to full. Then we started heading towards the next destination KFKL. We were using flight following along the route and in around 10 to 15 NM before KFKL, we told Youngstown Approach that we had the airport insight. Youngstown approach then asked us whether we had the NOTAM and weather from KFKL and I replied negative. Youngstown then told us that runway 21 and 03 in KFKL was closed, leaving the only runway 30 and 12 available to us. After that we checked the AWOS from KFKL and knew that the wind was from 210 at 9 knots gusting to 18. We then told the Youngstown approach that we had the weather and would like to close the flight following.

The aircraft then headed for a normal downwind entry to runway 30, which is confirmed by the active runway use radio from another aircraft. On the base leg of the pattern, I started to get concerned by the cross wind landing capability of Alexander and questioned Alexander whether he was capable of performing the landing. He replied me with Yes. Having known that he was the owner of the aircraft, I let him finished the approach. The approach was OK, not perfect but under control. At around 300 feet above ground level, Alexander made a mistake by leveling off the aircraft which left the aircraft in a slow flight condition but he corrected the problem by pushing the nose down. However, the aircraft was 5 to 10 knots slower than usual and under 30 degrees of flaps.

During the flare part, Alexander flared a little earlier and the aircraft was a little high, which is about 10 to 20 feet. Then he added a little power due to the cross wind and slow flight condition. I thought that the landing would be just a little hard and let him continued the flight. Out of expectation, Alexander added full power to the aircraft and leveled fly for a few seconds and then decided to go around. The aircraft start slowly climbing with only 100 horse power and got drifted away from the centerline of the runway. I then tried to help him maintaining the control of the aircraft but it was too late. The aircraft lost control after a few seconds of climbing because of cross wind and ditched in the grass on the field.

Longhao

在 2016 年 8 月 29 日，下午 1:51，Benhoff Kathryn [REDACTED] 写道：

Mr. Chen,

My name is Kate Benhoff and I am with the NTSB investigating the accident of N8120S that occurred on 8/24/2016 at approximately 1400 local time. I understand that you were the CFI that day. I already spoke with Mr. Alexander Mackenzie and I have sent him a form to fill out for us which will have an area for him to write his statement. I am emailing you to request your statement of the accident as well.

If you have any questions or concerns, please feel free to contact me. My address and numbers are below.

Thank you,
Kate

<image001.png>

Kate Benhoff

Air Safety Investigator

National Transportation Safety Board

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