



NTSB MEMORANDUM OF RECORD

Adam Gerhardt
Air Safety Investigator
General Aviation Accident Investigation Division, AS-20

Date: 6/19/2017
Person Contacted: George Repchick II (Student Pilot)
NTSB Accident Number: GAA17CA337

Narrative:

The following is memorandum of record that contains a written statement provided by the student pilot:

“I am a student pilot who was flying for the first time with a new instructor, Mr. Tom Cooke who is employed by Premier Flight Academy out of BKL. I have 82.4 hours dual instruction and 11.2 hours solo in a Cessna T182T Turbo Skylane. The subject aircraft was a 2012 Cessna 172SP that I had 2 hours in. My total time in various Cessna 172's is 22.6 hours, no solo hours. The rest of my time is in the Cessna T182T Turbo Skylane.

I met with Tom Cooke at Portage County Airport and we initiated our day with an introductory flight with pattern work. On my first landing, I literally greased it. My new instructor commented that it was a very good landing and we would try some maneuvers on the next landing. The takeoff was normal and we entered the downwind for another practice landing. On final approach, the Instructor had me pull the power and told me nose down. I was not sure why he wanted me to do this as we were on high but I pulled the power as instructed. I kept the nose down on the numbers, but I felt we were getting low and I told the instructor I wanted to increase power but the instructor told me to “nose down”. As we slowed and continued the approach, I said we need power, because I felt we would be short and the altitude was lower than I thought it should be. He kept telling me nose down. As we got closer, and the number began to disappear in front of me, I again said we need power and he said nose down. I did not believe there was enough room to continue nose down and I thought we were going to be short, but he was the instructor. I do not understand why he did not want me to add power! Finally, the instructor stated, “I have the plane” and continued nose down resulting in landing short of the runway. Upon the short landing, the plane ballooned significantly high. Correction needed to be made, but the instructor wasn't doing anything so I added power to try and bring it down softly, by this time were right of the runway and landed in the grass with significant force and ended up nose down stopping us.



NTSB MEMORANDUM OF RECORD

In the after math, obviously both of us were upset and I blamed myself. But as I reflected on it last night I became angry because I knew what needed to be done, (which was add power) but was told to just keep the nose down. The instructor was much more upset than I and I now understand why. He kept saying he did not know why this happened and that it shouldn't have happened, and he did not know what we could have done. He said, "George, you are a good pilot, you were good from the beginning. I'm sorry this happened, it shouldn't have happened". I truly believe this could have been easily saved with adding a little power. We were landing on Runway 27 at Portage County Airport (POV) with wind 240 at 8. Any questions, please do not hesitate to contact me."