

Incident Report: N557SP

Date: 20th August 2018

Time: +_ 15:00

Place: KBTV (Burlington International Airport)

Events:

I was on the last leg of my second, long cross-country Solo flight. I had taken off from KBTV, flown to KGFL landed there, then onto KPBG where another landing was made. I was told, by KBTV Tower to fly a right pattern to land on Runway 33. I stayed at 1,300' on the downwind leg. Abeam the numbers and with an indicated airspeed at about 80 knots I lowered 10 degrees of flaps. Once about 45 degrees off the end of Runway 33, I started a turn to the base leg. At an indicated airspeed of about 70 knots I lowered the flaps to 20 degrees. I then lined up Runway 33 and started my final approach, lowering the flaps completely. I was struggling to stay at 60-70 knots, so started a gentle side-slip by reducing the power to idle, tilting the wing slightly into a very light wind and used the opposite rudder to stay aligned with the center of the runway. It seemed to work. But, as soon as I straightened out when I was assured of making the runway, my airspeed increased again. The aircraft landed on the left side wheel, bounced, and I started a Go-Around, by adding full-power, starting a climb, reduced the flap setting to 20 degrees and climbed back up to pattern altitude at 1,300, where I pulled up all the remaining flaps. The Tower started me in a left pattern to land back on Runway 33. This time I landed without incident; without a single bounce and at about 65 knots with full flaps down. Returned to VFA and my CFI noticed the bend in the tip of one of the propeller blades.

Sequence of Events prior to Departure:

I arrived at VFA at around 11:15 – my CFI, Tyler Huffman – had asked me to be there at least 45 minutes before the scheduled flight. We went into one of the VFA Briefing Rooms, where I handed him my proposed flight plan for the Cross-Country Solo flight. At the request of Tyler I had already obtained a Weather Briefing from Weather WX Brief on Sunday (08/19/18), and again on Monday morning (08/20/18) – these calls have been logged by Weather WX Brief for N557SP. We first looked at my calculations for the required take-off and landing distances needed for this flight in N557SP. These preparations, all written down in sequential order, included the following details:

True Course / Pressure Altitude / Temp C' / TAS (knots) / True Wind Direction / Wind Velocity (knots) / Wind Correction Angle / True Heading / Magnetic Variation / Magnetic Heading /

Check Points / Course Heading / Total Distance Remaining / Leg (Nautical Miles) / Estimated Ground Speed (knots) / ETE (minutes) / Burn Rate (gph) / Planned Fuel Burn.

The following were purposely left blank – to be filled in en route:

Actual Ground Speed / Actual Time of Arrival / Actual Fuel Burn / Fuel Remaining.

I then handed in my Weight and Balance calculations for the flight; both for take-off and arrival.

I had also added the following information on my Flight Plan sheet:

KGFL (Elevation) / Radio Codes / Runway Lengths / Runway to Use / Pattern Altitude / Top of Descent.

KPBG (Elevation) / Radio Codes / Runway Length / Runway to Use / Pattern Altitude / Top of Descent

KBTU (Elevation) / Radio Codes / Runway Lengths / Pattern Altitude / Top of Descent

Boston Center Radio Code / Albany Approach/Departure Radio Code

The CFI and I opened the two 'hard copy' navigation charts, as well as my Fore Flight map on my iPad depicting the intended Route: KBTU – KGFL – KPBG – KBTU. Tyler Huffman took out his flight computer and went through each and every line with me, not just the flight plan calculations, but also the weight and balance calculations. We discussed the route, the current weather at KBTU, KGFL and KPBG, the altitude to fly at on the outward leg from KBTU to KGFL, and the altitude to fly on the leg from KGFL to KPBG and then back to KBTU. After checking all the preparation we went to the computers in the VFA lounge, looked for any Squawks, NOTAMS or Alerts – there were none. We completed the 'Check Out' on the computer and went out to Check-List N557SP together. The CFI stayed with me through my pre-flight check list. He then personally checked that the fuel caps were closed, and looked at the oil level too. I was asked about the hydraulic system on this aircraft, where the brake fluid reservoirs were located and how to check for any leaks around them. Also, I was asked about the front wheel, and to name the various parts of it. Tyler then asked me to recite the five C's of being lost. I completed the check list sequences, he then asked me to list what items I was taking with me on the flight, after which I climbed into the aircraft. The CFI stood off to the left side of N557SP, while I started the 'plane. He remained there while I checked the engine instruments, and the brakes. As I turned right to go to the Run-Up area he gave me a thumbs-up and walked away.

The take-off and flight to KGFL were uneventful, as were the legs from KGFL to KPBG (where I landed and took off without incident at both airports) and back to KBTU.

Name: Marco Turco