

January 6, 2019
N282BG
1G0
Jordyn Jackson
[REDACTED]

Prior to both my dual flight with my CFI Daulton Moore and my solo flight, I had woken up that morning with 9 hours of sleep. Following that I had eaten 2 granola bars and coffee for breakfast and went to the BG Flight Center, arriving around 9:15 a.m. to go over my standard operating procedures before my 11:30 flight slot with Daulton. Within that time, I felt fully rested and ready for my upcoming flight, went over the maneuvers that we were reviewing, completed my weight and balance and performance chart for my specified aircraft, N282BG. I had also received a weather briefing where the winds were calm with scattered clouds at 2700 feet, checked out my aircraft, and went outside to preflight using my preflight inspection sheet. Everything on the aircraft during my preflight was fully intact and functioning properly.

Daulton then entered the plane with me, with him I completed the following checklists necessary before takeoff, and listened to the AWOS to determine what runway we were going to use based upon the winds. After takeoff, I performed steep turns, power on stalls, power off stalls, slow flight, S-turns across a road, turns around a point, and then we came back in for a crosswind landing. He found me proficient in all my maneuvers performed. Following that, Daulton exited the aircraft, where I went back inside to check out the aircraft again for my following solo flight.

After checking out the same aircraft, N282BG, I went through my preflight check sheet again and preflighted the entire plane again, just as I would do before any flight. I continued with my checklists as necessary before takeoff and listened to AWOS to obtain the winds for my departure runway. The winds were 080 at 5 knots, which determined the runway I would be using, runway 10. I departed runway 10, practicing a short field takeoff, continued in the traffic pattern and landed, also practicing a short field landing. I was clear of the runway, completed my checklists as necessary and taxied back to runway 10 where I was next performing my soft field takeoff. I took off with 25° flaps and completed the takeoff, checklists, and traffic pattern as I was supposed to. On final, I was coming in high so I put the power to idle about 300-500

feet before the runway in order to lose altitude. As I was starting to pull back on the yoke for my roundout and flare, I felt the wheels touch the runway. I suddenly felt a pull to the left soon after touchdown and tried to correct by applying right rudder, followed by breaking with my toe breaks. As I was still going off to the left, I had gone off the runway into the grass and continued to push on my toe breaks as well as pull back on the yoke to try and slow the aircraft down as much as possible. I saw a ditch ahead of me as well as beside me so I could not react fast enough to do anything different other than go straight ahead and hit the ditch. I had tried to pull the yoke back as much as I could to try and get over the ditch, but only the front of the aircraft had made it over, where the wheels, propeller, and other parts were damaged in this process. I had no injuries nor did I feel any pain, so I turned off the magnetos and cut off the mixture and quickly exited the aircraft. I stayed about 20 feet away from the aircraft, where I then called Daulton immediately. He arrived at the scene with Aaron Hutchinson, and made sure I was okay before Aaron entered the aircraft and turned off the ELT as well as the electrical switches, and also grabbed my belongings from inside the plane. We sat at the scene and waited for assistance from our Chief Flight Instructor, Catherine Smith, which was then followed by the Ohio State Highway Patrol, and other individuals who contributed to assisting in the accident.