



RECORD OF CONVERSATION

Eleazar Nepomuceno
Air Safety Investigator
General Aviation Accident Division

Date: 10/9/2019
Person Contacted: Brett Crow (Operator's Flight Safety Officer)
NTSB Accident Number: GAA19CA582

Narrative:

The following is a synopsis of the information provided by the pilot via the safety officer in an email correspondence on this date:

- I requested ground for a touch and go and then I was told to taxi to 22 left via delta taxiway.
- upon reaching 22 left I contacted tower on 124.6 and was instructed to cross 22 left, take taxiway Charlie and hold short 22 right and contact tower on 119.70. I contacted tower and was cleared for takeoff on 22 right and make right traffic pattern.
- On my downwind I was cleared to land on 22 right and responded by saying "22 right clear to land"
- When I was on short final, I got confused with what I should do after the landing as I was cleared to land. I was thinking that I am cleared to land, and I requested for touch and goes, so should I do the touch and go after the landing or just exit on the taxiway. I was confused with what should I do next after the landing. I did not contact the tower to ask for clarification on this as I was close to the runway and decided to focus more on stable landing.
- I landed about 200 feet to 300 feet beyond the 1000 foot marker and as I requested for touch and goes I was expecting the tower to call me and clear me for touch and go any time, so I was rolling on the runway with little power. The sun was directly into my eyes and I was not able to see the end of runway clearly, but I felt that I have crossed half the runway and that I have less than half the runway left for takeoff
- I decided to give in full power and takeoff and inform the tower that this is a go around once I am off the runway. But as soon as I gave full power, I got a call from tower asking to exit from echo 1 taxiway which is at the end of the runway. To comply with ATC, I cut the entire power and tried to stop the aircraft by applying brakes.

- I did my best to stop the aircraft and it slowed down substantially but I had reached the runway end and looking at the speed I knew that the aircraft won't stop and it will go down the ditch
at the runway end so I decided to give in full right rudder to exit the taxiway echo1 (which joins the runway at the end) and stay on the paved area and get enough room to stop the aircraft.
- But the aircraft skid off the runway and the incident occurred. everything went black and blue and noise in my ear. I informed tower that I am fine and send for help.
- I got out of the aircraft. I was perfectly fine physically. I secured the aircraft by switching off the battery master and switching off the engine.
- I think it could have been prevented if I would have asked the tower about clarification on "cleared to land" instruction. I should have asked the tower that I requested for touch and goes
and if I am cleared for touch and go or just land and exit at the taxiway.
- I don't blame the tower on anyone else for this incident as it was clearly my mistake that I did not clarify the instruction.