

To: Robert Shafer

From: Abigail O'Connor

Re: N7669Y Accident

On Friday, September 11, 2020, at approximately 8:30 pm I was involved in an aircraft accident in our family plane, a Piper Twin Comanche N7669Y, at the Homer airport (PAHO) in Homer, Alaska. The sky was clear, no noticeable wind, visibility was great. The approach to the runway looked fine.

We touched down straight on the centerline and then bounced or skipped, I do not know the correct term, and we touched back down very soon afterwards. I cannot say how high we bounced/skipped. As I mentioned on the phone, it did not cause me any safety concern.

On the second touchdown the aircraft veered off to the left of the runway, as if by a very strong force. I saw my husband work very hard to try to bring the aircraft back to the right, working the controls, but the airplane would not go back right. The aircraft stopped in a bank to the left of the runway. My husband, my dog, and I were able to exit the aircraft without issue.

As I explained in my phone interview, my husband was pilot in command from the right seat. I was in the left seat. The purpose of this arrangement was to allow me to start getting reacquainted with the left seat and have limited opportunities to assist with flying. I was an active pilot many years ago, and we have talked about me getting back into flying at some point, very slowly.

During the approach to landing, I was giving some input on the controls with my husband coaching every step of the way. As we neared landing, he took the controls with me. On the first bounce I released my hands from the controls so I would not interfere with his actions. My husband was in control of the aircraft during the accident.