

## Gerhardt Adam

---

**From:** [REDACTED]  
**Sent:** Tuesday, July 7, 2020 12:34 AM  
**To:** Killingsworth, Ronald (FAA); Potter, Mark (FAA)  
**Subject:** Re: Accident at Bardstown

One slight error in my words below: in the middle of the large (third) paragraph, I accidentally hit the "2" and wrote "runway 23." That should just be runway "3."

-----Original Message-----

**From:** [REDACTED]  
**To:** Ronald.Killingsworth [REDACTED]  
**Sent:** Tue, Jul 7, 2020 12:25 am  
**Subject:** Re: Accident at Bardstown

5 July 2020 (1 day prior to accident)

I, Bryan W Hunt, performed an initial CFI ground and flight lesson (1.5 hr. ground / 2.2 hr flight) with Nathan Tingle (Nate), CFII, in Piper PA-28R-180 Arrow (N3725T) from KLOU-KIMS-KLOU. The ground and flight consisted of CFI prep, lesson planning, ground reference maneuvers, steep turns and takeoffs/landings. VFR conditions existed during the entire flight and the flight sequence was uneventful. I occupied the right seat for the first time as a PIC and Nate occupied the left seat. Upon conclusion of the flight, we discussed that we would fly again on 6 July and perform takeoff and landing sequences required by the FAA CFI PTS (normal, short, soft, and crosswind). During the evening of 5 July, I prepared a lesson plan and researched the upcoming topics for 6 July.

6 July 2020 (day of accident)

I arrived at KLOU at approximately 08:45EST (all times are EST) and performed a pre-flight inspection of N3725T which was parked in the hangar of Air Base 4 (formerly Louisville Executive Aviation). No discrepancies were found during the pre-flight inspection of the airplane. At approximately 09:00, I met Nathan Tingle (Nate) inside the Louisville Aviation main meeting room, and we proceeded with the lesson plan I had prepared for the day. Nate provided feedback on the lesson which lasted approximately 45 minutes. I then obtained the current and forecast weather for KLOU and KBRY on my iPad app FlyQ- the weather forecasted VFR with chance of thunderstorms later in the afternoon. After discussing the weather, we pulled the airplane out of the hangar, and both of us did a second, abbreviated pre-flight inspection which included a stall warning light (no horn in 1967 PA-28R, and not possible to test alone) test, which was successful. We obtained the current ATIS (Romeo) at KLOU, and then started the engine via the checklist. We obtained taxi clearance from KLOU ground, moved to the "run-up area," performed a run-up via the checklist and then taxied to runway 24. We departed KLOU at approximately 10:20 under VFR flight following in VFR conditions. We flew directly to KBRY without incident. At KBRY, after listening to the AWOS and under VFR conditions, Nate conducted four normal approaches to landing and four normal takeoffs with me "instructing," followed by two short-field takeoffs and landings, of which we each performed one- me first as the demonstrator, then Nate as the acting "student." All of the landing were to a full-stop/taxi-back. Before the sixth takeoff at KBRY, we both agreed we would perform a soft-field take-off and I would demonstrate the first one again. I completed the before takeoff and soft-field takeoff checklist at the taxiway entrance to runway 23 and we proceeded onto runway 3 for a closed-traffic departure. I smoothly applied full power, and, with Nate's help, verified the engine instruments were "green" and continued rolling down runway 3 while applying back pressure on the control yoke to raise the nose. I felt the nose come off the ground and continued to hold some back pressure until the main wheels left the ground. When I felt the plane was off the ground, I lowered the nose slightly to gain airspeed while in ground effect. I felt the left wing dip slightly while I believed we were still in ground effect so I applied a small amount of right aileron (with my right hand on the yoke), but the left wing continued to dip further. At approximately that point, Nate exclaimed "we're stalling, we're stalling, we're stalling!" (presumably because he saw the stall light illuminated on the far left side of the instrument panel) and I felt the airplane continuing to slip to the left. Immediately (or very shortly) after Nate's exclamation, I vaguely remember the aircraft impacting the ground in a nose-high attitude, left wing low off the left (west) side of the runway, reducing the throttle to idle with my left hand, and a subsequent impact which felt like it made the right main



