

## **Witness Statement for N3725T**

### **Accident at KBRY, 6 July 2020**

#### **Nathan Tingle**

Below is my statement pertaining to the accident involving myself and Bryan Hunt in N3725T at KBRY (Samuels Field) on 6 July 2020.

I am a CFII/MEI and was asked to help Bryan prepare for his CFI check ride. On 5 July, we conducted some ground training (annotated in his log book) as well as some flight training covering normal takeoff/landings and ground reference maneuvers that lasted approximately 2.5 hours. We conducted a post flight debrief where we also discussed the option of flying on 6 July. We agreed he would teach a lesson plan for a topic of his choosing regarding takeoffs and also discussed demonstrating short field, soft field, and crosswind takeoffs and landings. We agreed upon 9am show time at KLOU.

We met on 6 July and conducted approximately 45 minutes of ground training covering normal takeoff and climb. We checked local weather and determined it was best to stay south of Louisville as there was some adverse weather being reported across southern Indiana and northern Kentucky. Although it was around 10am, we both made reference the heat and humidity levels and how that impacts the aircraft.

We conducted a normal preflight to include activation of the stall warning light (properly functioning), oil was found to be 6+quarts, fuel was at the tabs on both tanks, and nothing out of the ordinary was observed.

Taxi clearance was obtained to include transitioning through Class Charlie airspace enroute to KBRY.

After noting zero discrepancies on engine run-up, we departed KLOU Rwy 24 with a normal takeoff/climb and a left turn out to 180 degrees maintaining altitude at or below 2500' MSL.

After transitioning through Charlie airspace we turned our attention to KBRY. Traffic pattern was entered on a 45 degree to the downwind leg for Rwy 3 at 1700' (KBRY traffic pattern altitude). A normal landing was performed with a full stop/taxi back to Rwy 3. We performed 3 additional normal takeoffs/climbs, remained in the traffic pattern followed by 3 normal full stop landings with a taxi back to Rwy 3.

Our fourth takeoff was a short field. Bryan masterfully demonstrated a short field takeoff followed by a short field landing, full stop. His control of the aircraft was exceptional as he held the proper Vx speed, maintained runway heading, maneuvered the aircraft through the traffic pattern and touched down approximately 30' past his intended landing spot. Braking was simulated and we taxied back to Rwy 3.

We exchanged controls and I performed a short field takeoff/landing with him acting as the instructor. No issues noted and the plane was functioning properly.

We taxied back to Rwy 3 where we discussed Bryan describing and demonstrating a soft field takeoff. The airplane was configured properly with 25 degrees of flaps and power was advanced to begin the takeoff.

The nose came off the runway and the mains followed shortly. The plane briefly lifted off the runway and settled back on to the mains before leaving the runway again. At this time the nose pitched up and we began to exit ground effect with minimal airspeed, around 60-65 mph. The nose began to drop as well as the left wing. The stall warning light came on, the plane drifted left of the runway with a nose up attitude and the left wing started to drop. I announced that we were stalling and attempted to apply forward pressure on the control wheel to lower the nose. We continued to sink when impact with the ground became obvious. Power was reduced just prior to impact by the left main landing gear with wings near level or in a slight left turn. As we continued on the ground I attempted to maintain back pressure to keep as little pressure on the nose wheel as possible and provided right rudder inputs to avoid a chain link fence to the left of us. As the plane approached the drainage ditch the right main impacted to top of the ditch followed by an impact by the nose wheel (no propeller strike noted). The resulting roll out led to the plane self-arresting almost in line with Rwy 3. The plane was brought to a stop approximately 100m left of Rwy 3 where it was noted the right main gear had folded back and been pushed through the top of the right wing. The plane was shut down and we deplaned to assess the damage. No injuries occurred to either myself or Bryan Hunt.

Members of the KBRY airport came out to check on our status where we informed them we were okay. Coordination with the owner of the aircraft, NexGen Aviation, FAA and the Louisville FSDO occurred where information about the plane and pilots were exchanged. Bryan and I provided our contact information to anyone requesting and answered all questions to the best of our abilities.

Please contact me at [REDACTED] should you have questions or need additional information. Thank you.

Nathan Tingle

7 July 2020

CFII/MEI [REDACTED]