

English, Vincent (FAA)

From: Christian Sherman [REDACTED]  
Sent: Thursday, March 28, 2019 9:14 PM  
To: English, Vincent (FAA)  
Subject: Statement of Incident at Barrow County Airport

Thursday March 21, 2019

To Whom this may concern,

While descending at 70 knots attempting to maintain the center line to perform a touch and go at the Barrow County Airport. I managed to drift to the right side of the runway.

Aborting the landing my instructor grabbed the controls. A few seconds later we managed to hit the black sign with numerical number "2," on the right side of runway 31. We proceeded to depart from runway 31, and did a go around. Upon landing we exited the runway to check the aircraft. It was then that we noticed the damage to the right wing of Piper Cherokee 6412W. Time and date of incident approximately 0945 on March 21, 2019.

[REDACTED]  
Christian Sherman.

# Incident / Accident Report

Timothy Oyedade

1. 03/28/2019, About 0930 local time.
2. KWAD (Winder Borrow County Airport)
3. No passenger on board
4. Timothy Oyedade CFI [REDACTED]
5. Third class Medical Certificate, 10/09/2017 [REDACTED]
6. [REDACTED] (Timothy Oyedade), [REDACTED] (Christine Sherman)
7. 426.1 TT
8. 65.8 PA-28
9. 64.5 - 90 days
10. 30.2 last year
11. 01/08/2019
12. N/A
13. ATIS
14. N6412W / PA-28 - 140
15. Part 61 Flight training
16. VMC

At about 0930 local time, I was training a student, Christian Stone on traffic pattern, Approach and Landing. He had already performed 2 touch-and-gos before the incident. Christian the student pilot was flying the entire time while I was monitoring and giving instructions and communicating on the radio.

On the third approach, the final leg was a stable descent, with correct airspeed and well coordinated. On ground effect, I had my hands and feet on the control to assist him with that phase. I observed he had a cross-control input on the aircraft and the aircraft nose was <sup>pointing</sup> ~~turning~~ to the right. Before, he could flare and ~~descend~~ further I took <sup>over</sup> ~~after~~ the control from him. However, he was struggling with the flight control with me and his legs were still on the rudder, which made my control input less effective. Due to low wing, the right wing tip hit one of the runway signs. I continue to recover by taking the aircraft airborne, stayed in the traffic pattern, return to land the aircraft to inspect the damage. It was then, I realised that the wing tip had hit an object and made damages to the right wing. The aircraft control was free and correct while I was in the traffic pattern for fuel and inspection.

I taxi the aircraft to the ramp and parked. The flight school was notified and the FAA.

03/28/19  
Timothy Oyedade.

