

To: Patrolman Eric Cassel, South Londonderry Township Police Department  
From: Michael Steven Leonzo  
Date: 2 November 2019  
Subject: Accident Report - CubCrafters Sport Cub S2 - N718CC - Reigle Field, Palmyra

I am an FAA licensed private pilot - License number [REDACTED] - Issue Date 11 August 2016 - with a total of 473 hours of flight time of which 158 hours are tail wheel time in the Cubcrafter Sport Cub S2 - N718CC I received my tail wheel endorsement on 14 August 2017 and have a total of 44 hours in N718CC this year. I also fly a Mooney M20J of which I have 84 hours logged this year.

N718CC is owned by my friend, Dave Graybill, who has graciously included me on the aircraft's insurance and allows me to fly it at any time.

In the mid morning of 2 November 2019, my 29 year old son, Michael Tyler Leonzo, and I left Reigle (58N) and flew up to Sunbury Airport (71N) for an EAA Club Lunch. After lunch, at approximately 1200, we departed 71N to return to 58N. I chose to fly direct which put me in line with the eastern edge of the Fort Indiantown Gap Restricted area - R-5802. As I approached the restricted area, I climbed to 3,100' MSL and navigated slightly to the east to clear the R-5802 and then cross over Muir Field's (MUI) airspace.

After clearing Muir's airspace, I descended to 3,000' MSL and maintained that altitude until I reached a point where my Garmin Pilot software indicated that I was within glide distance to 58N. I then reduced power to approximately 1000 RPM and ultimately placed the plane into a best glide configuration of 62 MPH. I made the appropriate calls on the Reigle CTAF frequency and entered a left crosswind leg for runway 31. I then turned a left downwind leg, performed my GUMPS check, and put in one notch of flaps when I was abeam the numbers for runway 31. I continued on the left downwind, turned onto a left base, added the second notch of flaps, and eventually lined up on final for 31.

As I flew downwind, I noticed that the windsock was indicating that there was a very slight crosswind coming from left to right on 31. It was nothing concerning at all, given I have 100s of landings in N718CC - many of them crosswind.

On final, I noticed that I was a little high, so I put in the final notch of flaps. I was still not concerned because the crosswind showing on the windsock was negligible.

I lined up to land on the paved runway, rather than on the grass runway to the left (where I prefer to land) because there was a large pond of standing water approximately 2/3 the way down the grass runway.

I touched down on 31 just past the displaced threshold slightly faster than normal and the plane bounced. This again wasn't unusual. I did what I always do, I gave it a little power to maintain level flight, but as soon as I did, I was hit with strong and unexpected crosswind gust from my left which pushed me off to the right side of the 31. I immediately decided it was time to go around, so I pushed the throttle forward and reduced one notch of flaps. I couldn't start my climb right away because I needed to gain airspeed to keep from stalling. At this point we were headed directly toward the trees at the right side of the end of 31.

I tried to bank slightly to the left to avoid the trees, but didn't want to bank too steeply so as not to stall. The right wing clipped the leftmost tree(s). The plane pivoted to the right and we descended at a 45 degree angle into the plowed field at the end of the runway.

Fortunately, my son and I were both wearing a 4 point harness with integral airbags. As we impacted the ground, the airbags deployed keeping us from injury. After calling out to make sure that my son was ok, I turned off the fuel selector, turned off the mags, and turned off the master switch.

We got ourselves clear of the plane and I immediately called the airport office and reported the incident, as well as called the owner of the plane. By this time I could hear approaching sirens.

I noticed the fuel was leaking from the vent attached to the cap of the right wing. I plugged the vent with my finger and waited for the firemen. When the firemen arrived, I adjusted the cap so that the vent was facing backward and helped the firemen insert a wooden plug which completely stopped the leak.

I stayed with the plane until it was successfully moved to the hanger and then I had my wife drive us to the UPMC Community General Hospital Emergency Room to be checked out. The staff at the hospital determined that our injuries were extremely minor and released us.

If you should have any questions, please do not hesitate to contact me at [REDACTED]