



# NTSB MEMORANDUM FOR RECORD

**Adam Gerhardt**  
**Air Safety Investigator**  
**Eastern Region, Office of Aviation Safety (ERA)**  
**National Transportation Safety Board**

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**Date: June 8, 2020**  
**Person Contacted: Joshua Ingram (Pilot in Command)**  
**NTSB Accident Number: ERA20CA209**

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## **Narrative:**

The following is a summary of what the individual listed above reported during a telephone conversation:

- The accident time was about 1330 local. It was a personal flight.
- The approach to runway 5 at Cumberland Airport was a “stabilized approach.”
- The passenger was a pilot as well, but he was not flying.
- As the touchdown occurred, it felt as if the left wing “just went up on a vertical” almost like a “knife edge” due to a wind gust.
- The touchdown occurred near the intersecting runway 11-29.
- He initiated a go-around with full power, but the airplane did not get enough lift while the airplane was in a right bank and drifting to the right. The airplane impacted the grass to the right of the runway, and then skidded down a ravine.
- The flaps were full for the landing.
- It must have been a “wind gust”. The winds were variable during the approach.
- There was some turbulence on the approach.
- Other pilots after the accident told him that the approach to runway 5 can be tricky due to the terrain and trees.
- He had flown to this airport several times.
- The flight departed from Manassas, VA (HEF airport).
- He is a co-owner/ operator of the airplane.