

Liedler Courtney

From: Duke Davis <[REDACTED]>
Sent: Tuesday, September 09, 2014 3:55 PM
To: Liedler Courtney
Subject: Erie Accident

This report is based on my recollections of the accident that took place on August 31st 2014.

At about 11:45am, my student and I were sitting at the run-up area of runway 15 preparing for takeoff. During our run-up, we heard N228LL call a straight-in final for runway 33, looked to be about 5 miles out at the time of call.

A Piper PA-46 Meridian departed runway 15 around the same time as this call. I recall that the departing aircraft and N228LL had arranged that they would both Side-Step each other to accommodate the head on situation. The meridian called out his rotation off of runway 15 and then modified his course to the right to accommodate N228LL. I then diverted my attention back to the cockpit to help out my student, thinking nothing of the situation.

About 30 seconds later, N228LL called a go-around on 33 and said he would circle to land runway 15. I did not actually see N228LL until he was about mid-field (passing the FBO), and at that time he looked banked slightly (about 10 degrees) left and drifting significantly left of runway heading. The altitude looked to be about 50 feet at this time. Groundspeed looked to be about 90 knots

The airplane at this time looked to be at about a 10 degree nose up attitude with full power, I did not see if the flaps and gear were down at this time. The airplane then went wings level and continued to try to climb out. Instead of climbing, the airplane slowly lost altitude and couldn't arrest the descent rate. The wings were level until about 10 feet above the ground, when the left wing dropped and the airplane cartwheeled in. No explosion at impact, just dust as the aircraft disintegrated.

No communications from N228LL were made during the go-around, to my knowledge. I recall the winds being gusty when my student and I checked AWOS.