

07 January 2020





From: Herbert Honaker  
To: Mark Jennings  
Subject: Incident Statement

On 07 January 2020. I was flying at KCPK (Chesapeake Regional) with Rick Wallace-Pilot in Command and owner of N24690 a Beechcraft Sundowner C-23. I was a passenger and in a safety pilot capacity as Rick had recently purchased a share in the airplane and wanted someone to fly with him so he could become more comfortable flying the plane.

The incident occurred on the 5<sup>th</sup> landing in which Rick Wallace PIC was the sole manipulator of the controls. Rick flew the standard traffic pattern and we both listened to weather while on the downwind to runway 23. The reported weather was Wind 160 @ 9kts, 10sm vis, clear below 12k feet and altimeter of 29.99 we both had felt and observed periodic wind gusts on previous landings. I observed on downwind Rick was flying at 1k feet and 95-98 kts, when abeam the numbers he reduced rpm and applied first notch of flap, he made a right base turn applied 2<sup>nd</sup> notch of flaps and further reduced his speed to approximately 80 kts, I noted to Rick that there was a lot of abnormal engine vibration while he was on the base leg. Rick turned final to runway 23 and commenced descent to the runway, he applied full flaps and reduced speed to approximately 75 kts at this point the vibration wasn't as noticeable, upon crossing the end of the runway he continued to decrease speed to approximately 70 kts. There was a left cross wind which was starting to gust as we were descending and we felt further gusts as we crossed the end of the runway, Rick applied controls to account for the crosswind.

Just seconds prior to touchdown there was a left gust which raised the left wing, he applied corrections and nearly simultaneously landed on all 3 wheels which caused the aircraft to bounce back into the air. From this point things occurred in just a few seconds, after the initial bounce the aircraft lurched back into the air, I yelled you need power-power-power go around at nearly the same time I felt a big push from a wind gust which I observed we had been turned hard right. I believe Rick applied full power as I heard the engine rpm increase however my focus looking outside of the airplane. The aircraft was clearly in a loss of control state departing the runway towards the right.

I came on the controls to assist however as I came the controls with Rick the stall warning was at full, the aircraft was buffeting and it was clear that we were in a fully developed stall configuration at maybe 5 feet off of the ground, airplane was at full power and full flaps at this point. I nor did I ever see Rick change the flap setting, as far as I can remember this was the configuration when we had initial impact. I told Rick no chance here we are going to crash and need to set plane down now before we impact trees ahead. We both worked to keep the plane straight and we impacted the ground in a slight nose up attitude, we tried to maintain best directional control possible and finally came to a rest in the median between Runway 23 and the taxiway. After the aircraft stopped we both quickly verified fuel off, fuel pump off, master, mags off and exited the aircraft and got away from the immediate scene. We checked the health status of each other and then made notification to airport FBO and airport manager. From my point of view this was an extremely quick event, from the time of the touchdown bounce to aircraft stoppage was a just a few seconds. My statement is to the best of my recollection of the event.

  
Certificate #:   
Current Class 2 Med  
Last Flight Review 20 March 2018  
  


31 January 2020

From: Herbert Honaker  
To: Mr. Stephen Harness,  
Copy to: Mr. Mark Jennings

Mr. Harness,

First and foremost, it is my sincere goal to be the safest pilot and flight instructor that I can possibly be and stand ready to comply with decisions that are required to ensure my goal is accomplished.



To alleviate any misunderstandings concerning my role in the flight conducted in N24690 Beechcraft Sundowner on 07 January 2020, I was acting in the capacity of Certified Flight Instructor (CFI), safety pilot and had the overall responsibility of Pilot-In-Command (PIC).

On 08 January 2020, I was interviewed by Aviation Safety Inspector Mark Jennings. During this interview, I was still very much shaken from the events that occurred only one day prior, and I was in the process of organizing my thoughts. Following the interview, I provided a written statement to Mr. Jennings. In reviewing my original statement, I realize it may be in need of clarification; therefore, I am providing this additional information to clarify and alleviate any misunderstandings.

Per my 07 January statement, I noted that the incident occurred on the 5<sup>th</sup> landing which was executed after Rick had completed previous air work and 4 successful landings. To clarify, the previous air work, takeoffs and landings were under my CFI supervision and role as PIC. In my view as a CFI, Rick had successfully demonstrated that he was safe and met currency requirements by accomplishing satisfactory air work and 4 takeoffs and landings. At the completion of the 4<sup>th</sup> landing, we exited the runway with the intent of completing the flight for the day; however, Rick indicated that he would like to go around the pattern again. I told Rick that I had time to ride around with him once more and I stated to him for this last take-off and landing that he was in full control of the aircraft. Rick acknowledged and we proceeded to taxi to runway 23 for takeoff. For this last takeoff and landing, I understood Rick to be the PIC; however, upon review of regulations and clarifications, I understand that this was not the case and I acknowledge that as the CFI I still had overall PIC responsibilities.

In closing, and as I stated to Mr. Jennings during the verbal interview, once I very quickly assessed a successful go around wasn't possible to execute, I focused on achieving the best possible outcome of the flight given the circumstances we were in. This meant keeping the plane straight, in as much control as possible and work to set it down in the median and not run the risk of hitting the trees or the hanger. I also quickly assessed that if this action was not taken there was a great risk of serious injury or fatality.

My statement is to the best of my recollection of the event.

  
Herbert Honaker,  
Certificate #:   
Current Class 2 Med  
Last Flight Review 20 March 2018  
