

SIGNED PILOT STATEMENT

Jason G. Bishop - N7562F

Date of Flight: 9/13/2020 Departure Location: KLVJ Destination Location: KLVJ

Flight Duration: 2.0 HRS Passengers: Jason Bishop and Jonathan Disler, CFI

Flight and Incident Explanation:

This was my first flight in this exact plane, but I have flown other C172s in Coastal Aero Club's fleet two other times in a newer 2006 model with no issues. All other C172 options were booked so I went for it. COM2 was known inoperable.

This flight in N7562F was a normal training flight with a route from Pearland (KLVJ) to Houston Southwest (KAXH) where we did 3 circuits, 2 touch and go, and 1 full stop for gas. The route then continued with radio and Class B training using Houston Approach and passing through the downtown corridor back south directly over LaPorte Field and then back to home base (KLVJ) for our final landing.

Our final approach was at proper speeds and we were lined up nicely with the centerline with what was a normal glide path and touchdown around 100 feet past the Runway 14 marking.

However, the aircraft immediately headed 30 degrees right of centerline once wheels touched ground. Before I could do rudder work for recovering left, Jon Disler said, "My Plane" and I released all controls. The airplane continued its original rightward path all the way to the eventual stopping point. Jon Disler could not recover leftward at all. He then applied full power in attempt to possibly go around or at the very least get us over the very deep ditch directly parallel right of the runway, which we did clear. The recovery was successful, but would have been done with lesser damage if we had not lost our front wheel when transitioning from grass back to taxiway pavement at full power. The loss of the front wheel then drove us down into the ground, sliding and eventually hitting a high grass line that flipped us over at an estimated 30knots. If the grass in our path had been a mowed area, I estimate we would have simply coasted to a stop sitting upright.

We came out with just a few scrapes because of good instincts. In the end, my instructor saved my life by making the decisions he did. We haven't had a chance to talk the accident over as student and instructor yet as we rest up, but I have great gratitude for Jonathan Disler and still trust him more than ever as a mentor.

The only safety items/possible causes that I observed that may have contributed to the landing mishap are:

1. Stiff Rudder that didn't self-center after moving left or right on pre-flight inspection. Rudder movements seemed to stay prolonged unless manually centered again with opposite pedal at lower speeds. I have never experienced such a rudder feel, even on the same model craft, and felt this issue throughout the flight.
2. Loose floor-mats that had to be pulled back from the pedals several times during flight which may have jammed up the pedals during the landing and hectic recovery attempt.



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9/14/2020