

Communication Summary

August 27, 2020

Information from: Mr. Thomas Hetherington, CFI



Summary & Factual Information: Mr. Hetherington was asked if he could provide a statement of what he recalled during his flight at FLY. He in part, reported:

My student and I were flying in a Cessna 150 (designation N5937G), and we were conducting traffic patterns and practicing landings. There were 2 planes in the pattern, my student and I and another Cessna 150 (I believe the tail number was N527A). I remember the 210 getting in between us and 27A for a landing, but I knew that there was not much room between us. My student and I made our base and final, and I assumed the plane in question had extended his downwind to make some room between us. Right after we had landed, 27A called out that a plane had crashed south of the runway. I turned around and saw huge plumes of black smoke in the horizon. My student called 911 and I called our office at Springs Aviation, where I am employed, to alert them of the situation.

My thoughts on the matter are that the 210 slowed down to make room between us and himself because he was much faster. This most likely caused him to set up for an eventual extended final. The winds were blowing from east to west, and the guy in 27A told me that he saw the 210 go into a steep bank from base to final, almost as if the winds had made the 210 overshoot final for runway 33. Because he was already slow, and entered a steep bank, he might have stalled and spun the aircraft. Of course, that is just my opinion, and I cannot say for certain this is what happened.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator