

Airman Statement:

I, Jonathan Schaff as Pilot in Command, departed in a 2015 Carbon Cub, tail number N424Y, with one passenger on board, namely Dan Theisen, from KBZN at 1300 local time on March 17, 2022. This flight was recreational in nature and utilized to fly around my ranch located 6 miles to the Northwest. Upon arrival at my ranch, we circled a few times and flew a low approach 3 times to pick out a landing spot and look for holes or any defects on the intended landing area. As the landing area was clear of any debris or hazards, I made my approach for a full stop landing. Once the landing gear made contact with the ground, it appeared I touched down a bit long and a touch fast, but was slowing consistently. I determined since I had landed a bit long, with the entire landing gear including tail wheel already firmly established on the ground, a go-around was not feasible and that the safest course of action was to brake firmly and come to a full stop, even as it appeared some contact with my fence may occur. At the time of landing at approximately 1330 local time, I made contact with my fence at a ground speed of no more than 10-15 knots. Upon coming to a full stop, the aircraft rested tail high. I immediately secured the aircraft, shut off the fuel, and we both exited the plane safely without injury. Upon reflection, if I had given myself 50 more landing feet and been situated three foot to the left, a botched landing would not have occurred, resulting in no damage to the aircraft or my personal real property.