

## Inspector Statement for N24605 Accident in Lebanon, TN

On January 4, 2021 at approximately 1345 local time, N24605, a Beechcraft Musketeer (B19) serial number MB-553 hit a fence on approach to runway 19 in Lebanon, TN (M54). No injuries were noted. The airport manager, Mrs. Heather Bay, notified the Federal Aviation Administration (FAA). Mrs. Bay was asked to take pictures of the aircraft and area of the airport involved and to also get statements from anyone on board the aircraft. The airport manager was then authorized to move the aircraft from the runway.

On January 5, 2021 at 0900, Inspectors Aaron deVogel, James Brett Leslie and Robert Ian Mullins arrived at the airport to interview the pilot and passengers.

Mr. Donald Reed was identified as the pilot in command of the aircraft and a certified flight instructor. Mr. Jacob Dean was receiving flight instruction. Mr. Dean has a third class medical and does not have a student pilot certificate. Mr. Amos Showalter was a passenger in the back of the aircraft.

Inspector's deVogel and Leslie interviewed Mr. Reed and provided him with the Pilots Bill of Rights. The following notes were taken by Inspector deVogel.

Mr. Reed states that on approach he was going to show the student pilot that you can land on the numbers of the runway and set up his approach for that. The sun was in his eyes coming directly down the runway. He believes as he was crossing the road the sun visor fell down further and he may have been reaching up to move it. When he saw the fence he pulled up on the yoke but was too late. Mr. Reed was asked what the landing configuration of the aircraft was and what the landing speed was. Mr. Reed stated that the flaps were fully up since they had a head wind with gusts and he thinks the speed was 90 knots. The Inspectors asked him what the flight manual states as to the landing speed and stall speed. Mr. Reed said that he didn't know and was going to have Jacob look up those numbers for his next lesson.

Approximately 0930 Jacob Dean arrived at the airport. With him was Mr. Ben Compass, Mr. Compass's wife and their local (Tompkinsville, KY) airframe and power plant mechanic. Their names were not written down. Mr. Compass is Jacob Dean's employer and financed the aircraft for him. Mr. Amos Showalter a passenger on the aircraft but was not present for the interview.

Mr. Dean stated that they came in too low and hit the fence with the gear. He stated that Mr. Reed was at controls. By the time he noticed that they were too low he didn't have time to say "pull up". Mr. Dean provided Direct Flight Solutions the below statement the day of the accident. He was asked to sign it in front of the inspectors.

The aircraft flight controls were checked for continuity. The rudder, ailerons and elevator controls check normal. When the flaps were fully extended they would not retract. They had to be pushed into place. Once pushed into retract position they would lock. The flaps would retract if they were extended only to the first lock. The flaps showed damage to both left and right sides.

Aircraft damage.

The following distances were taken with a measuring wheel.

- From the boundary fence to the first marks in the grass is 55 feet
- From first marks in grass to the nose wheel departure is 67 feet
- From nose wheel departure to edge of runway is 79 feet.
- From edge of runway to stop is 165 feet.

Fence Cross Bar impact point. The fence is an 8 foot perimeter fence with 3 barbed wire lines on top.

