

Joshua Lindberg

From: Wineland, [REDACTED] faa.gov>
Sent: Tuesday, March 12, 2024 10:37 AM
To: Joshua Lindberg
Subject: N1955W Statements

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Mr. Lindberg,

The following is Mr. Thompson the PIC's statement:

I met out at KHSD with flight instructor Garrison to do a pre-solo check ride. We reviewed the pre-solo written test and proceeded to do three touch and go's along with a go-around and simulated engine failure. The landings for all three were performed unassisted and in a safe manner. We both agreed at that point that I was ready to solo and Garrison endorsed my log book. After he left I proceeded to do a touch and go by myself. Everything involving the takeoff and pattern entry were going well and the final approach was stable and controlled. As I lowered toward the runway I began my flare, which may have been a little early. I touched down on the runway and bounced back up, which caught me off guard and without thinking I instinctively pushed the nose down, overcorrecting the bounce. As I write this I know that at this point I should have immediately given full power and gone around. After the overcorrection my mind raced to determine the best course of action to regain control of the plane. I knew at that point I needed to try to go around and applied full power, but by then it was too late. The nose pitched up into a stall and dropped down onto the runway snapping off the front landing gear and sending me into a forward skid. There was no damage to any property other than the airplane, and no one was hurt in the process.

If you have any further questions or need anything at all please feel free to reach out.

Thanks,
Casey

The following is Mr. Garrison Grimaud the CFI that provided the solo endorsement's statement:

Garrison Grimaud, I am sending this as a statement to what occurred with N1955W on Monday, March 4th, 4:26PM at KHSD.

Before the accident/incident occurred, I did a Pre-Solo flight with him to verify he was okay to solo again. Casey (student) did 3 unassisted touch and go's as well as a go-around, and simulated engine failure after takeoff (600 feet AGL). He did everything very well. Wind was 320@11 with a runway of 360. We both agreed that he was ready to solo the Beech Sport. Prior to him flying solo, I verified his endorsements and pre-solo exam. We briefed what he was going to do on his solo and we ran through a few scenarios. One scenario we role played was the one that in my opinion occurred on this occasion. I said, "you have a great approach and you are now in your flare. Something occurs that makes you feel uncomfortable in your flare, what should you do?" Casey said that he would go around, to which I agreed and had him verbally explain what actions he would input if a go-around was needed.

Student did the first lap to standard. He said that he was very proud of how clean his approach was. The issue occurred once he reached the flare, in his words, "pulled a little hard, got nervous and hit the nose wheel very hard." At this time, due to the stiff landing gear of the Beech Sport, Casey bounced into the air. He said that he had a few seconds of his brain realizing what was occurring, he then went full power and pushed his nose down. He said he pushed it too hard, hit

the front nose at full power and broke off the gear. After this point, I don't believe he knew too much about what occurred.

I was at the airport FBO when this occurred but did not know any of this was happening. So I can't verify this story with my own eyes. Before he soloed, I asked him if he would prefer me stand on the side of the runway like I had on his first solo, to which he said no. So we agreed that I would let him do this on his own. I ended up leaving the airport unaware of what had occurred and didn't end up getting a phone call of this happening until about one hour later. Casey briefed me that he was okay but the plane was not. Overall, Casey is a great student and pilot. In my opinion, it was a case of making one mistake as a low time pilot and overcorrecting for that mistake.

Thank you, if there is anything else I can do to help, please let me know.

Very respectfully,

Garrison G. Grimaud

CFI | CFII | MEI

[REDACTED]

[REDACTED]

If you need anything else please let me know, I will be doing the Spring Break stuff starting Friday myself and out next week. I will have occasional access to e-mail and phone though.

Thank you sir!

Respectfully,

Mathew C Wineland

FAA Aviation Safety Inspector
Will Rogers Flight Standards District Office

[REDACTED]



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