

To Whom it may concern,

This statement is to recall and account for the details of the incident involving Flight Design N920SS on 06/28/21 at approximately 1900 hours EST.

Involved parties:

Pilot-Joshua D. Goodrich

Student- Veronica Markwood

Location:

Ray Twp Airport 57D

Eximious Flying Club CTLS Flight Design N920SS

On 06/28/21, I, Joshua D. Goodrich, had a scheduled flight lesson with Veronica Markwood from 1700-1900 hours EST. This flight was to be her first official flight lesson with Eximious Flying Club outside of flying with the Young Eagles group and participating in several club functions at Ray Airport. Our intended lesson overview was to fly the pattern and do several take off and landings at Ray Airport.

Upon my arrival at the airport, I met Veronica. I walked Veronica through the process of gaining access to the hangar using the entry code. Once we entered the hangar, I began to instruct her on how we would prepare the aircraft for flight by walking through a detailed preflight inspection. This preflight was done in accordance with manufactured recommendations and the checklist provided. Veronica also had hands on experience “burping” the engine by physically spinning the propeller by hand. During this process we addressed the mags MUST be turned off before ever spinning a propeller by hand. We visually checked and physically checked the mags were in the “off” position and the key in fact was not inserted. We address propeller safety and when spinning if contact is made it, it can be deadly and should be avoided. Veronica then spun the propeller several revolutions in order for the engine to “burp” twice.

Following the preflight we pulled the airplane out of the hangar in preparation for flight. I advised Veronica because it was so hot and humid inside the hangar, and we were staying in the pattern locally we would leave the hangar door open to try and ventilate it. Veronica agreed and we left it open as we prepared to enter the plane. As we sat inside the plane, I began to explain all of the safety features of the aircraft. After giving Veronica an overview of the different features of the interior we began the start up procedure. Once the plane was started, we followed all applicable checklists and preformed a run up and taxied to the runway.

After entering the runway, we began to do pattern work making several landings and one “go around.” Veronica wished to learn how to taxi.

During this phase of training, we taxied around the airport multiple times totaling nearly an hour of practice. While doing this the weather we observed in flight had begun to approach. We were experiencing light to sometimes moderate precipitation from time to time during training. We taxied

around the airport multiple times with Veronica again being given more and more responsibility and at one point taxiing completely alone and doing well.

As our lesson came to an end and we were taxiing back for the last time it began to downpour. I had a conversation with Veronica about how we would put the plane away. Visibility was poor at this time, and I was in control of the aircraft as we taxied back to the open hangar. I instructed Veronica I would taxi the airplane underneath the hangar doors so as to get us out of the torrential downpour of rain we were now experiencing. While I did this, I advised Veronica I would stop the plane under the hangar doors and apply the parking brake and she would get out and walk around the propeller to the front of the aircraft where a wheel chock was located approximately 20' in front of the plane and remove the wheel chock and walk over to the side of the hangar by the wall. The purpose of this action was to have Veronica exit the plane, walk to the end of the wingtip, well past the arc of the propeller and keeping a safe distance and take the chock, "obstruction," out of the way so I could taxi the plane nose first into the hangar and we could then turn it around once inside and shut down. I repeated myself and the instructions having her repeat them to me, specifically where we would stop, where she would walk, grabbing the chock, and walking to the left side of the hangar as we agreed.

As I continued taxiing to the hangar we pulled up to the door as indicated above, with the nose of the plane and wings under the bi-folding door getting us out of the elements. The wheel chock was approximately 20'+ feet in front of the plane and would not be a factor when Veronica walked around and bent over she would not be risking injury or harm of any kind by being in front of the airplane. I applied the parking brake, pulled the throttle back to idle, and maintained positive pressure on the hand brake at all times. Veronica looked at me and said, "can I go now?" I said, "yes walk around to get the chock -and be careful, okay?" She responded "okay." It was at this time Veronica exited the plane, was no longer wearing a headset for communication and started walking forward. As I recognized this I began screaming at the top of my lungs "NO, NO, NO, STOP! STOP!" while trying to turn the plane off as fast as possible. Veronica was struck by the propeller and immediately walked off to the left of the plane, got onto the floor and appeared to be in a considerable amount of pain. I was able to get the plane turned off mere moments later and immediately exited, called 9-1-1, and rendered first aid.

After exiting the plane and calling 9-1-1 I advised the dispatcher of what happened and guided first responders to the scene. I dressed the cut on her elbow and finger with clean rags, propped her head up, and gave her some water to help calm her. I also pushed the plane out onto the taxi ramp and opened the gate to the airport for first responders to have easy access to the hangar. Once first responders arrived on scene, I immediately backed away to allow them to properly treat Veronica. I spoke with law enforcement and medical personnel on scene and provided them with an account of the incident.

After Veronica was transported to McClaren Macomb Medical Center for treatment, I put the plane away by pushing it back into the hangar and properly securing it.