

Ryan Tobin

My account of the events on Thursday, February 18th:

We were flying into Clark Regional from Fort Meyers. On descent we tuned in the frequency to turn on the pilot controlled lighting, and soon after saw the runway lite up. At that point we notified approach that we had the field in sight, and we were given permission to proceed visually. We began the final descent and lined up for the runway that we saw lite up which turned out to be runway 32, and those were the only runway lights that I saw. The lights and runway were such that I had no visual indication that on the ground, the runway that we were lined up for was closed. At around 50-70 feet before touching down we could see that there was snow on the runway, but were unable at that time to determine how much accumulation of snow that there was on the runway. We landed on runway 32 and subsequently tried our best to slow the airplane however we ended up sliding off the center of the end of 32 into the grass. We both walked out of the plane after shutting everything down with no difficulty or injuries.

In the future I would confirm the DG heading was aligned with the corresponding runway that we were preparing to land on. I can promise that confirming the intended runway for landing will be completed by myself regardless of the situation on the ground involving the runway lighting.

If I can offer anything else to help please let me know.

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