



## MEMORANDUM FOR RECORD Pilot Statement

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**Eastern Region Aviation**

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16 Jun 21  
[REDACTED]  
Accident Statement

On 15 Jun 2021 (1808L), my CFI informed me that another flight student had canceled and that a plane was available for me to build some solo hours. I left my residence shortly after and made my way to Blackwell Field. During my commute I noticed that it was a little windy. I initially thought about calling it off however I decided against it thinking it'd be good for me to have some flight experience in conditions that weren't ideal. I arrived at Blackwell Field at around 1845L, sequence of events consisted of me conducting preflight, pulling the aircraft out of the hanger, and doing my run-up. With roughly 40 minutes of daylight remaining my plan was to execute 3 takeoffs/landings as not to exceed 30 minutes of total flight time. After run-up was complete I taxied to RWY13 for departure. I lifted off at about 1915L, during climb out I noticed the winds were a bit gusty for my comfort so I decided I'd only do one pattern and call it a day. Everything checked out with the aircraft, I pitched up at 80kts and maintained RWY heading. Upon climbing to 900ft I shut off the fuel pump and landing light. At 1,100ft I made my crosswind call for RWY13 and turned crosswind. After reaching pattern altitude (1500ft) I made my downwind call and turned downwind. I then executed my after departure checks, I verified the fuel pump and landing light were off, carburetor heat cold, mixture fully rich, vacuum pressure good, engine instruments in the green, flaps up, seat belts secure. Once I reached my mark of abeam the approach end numbers, I executed my pre-landing checks. Fuel pump on, landing light on, carb heat on, mixture fully rich, reduce power to 1900rpm, and input one notch of flaps. 90kts and 1900rpm were the last airspeed and engine output settings I recall prior to the accident. After identifying my landmark to execute the next maneuver, I made my base call for RWY13 and turned base. As I started losing altitude I began to feel the effects of the crosswind, which made me a little uneasy. At this point on the base leg is when I became focused solely on the Altitude indicator and looking at the runway. I made my call for final and executed the turn, the crosswind pushed me a little right of RWY centerline however I was able to adjust and line up with the center of the runway. The glideslope indicated that I was on track for a good approach, I could sense that I was a bit behind the aircraft but decided to follow through with the landing instead of executing a go-around. Once landing was assured I pulled the power back to idle just before crossing the landing threshold. As I crossed the numbers I attempted to level off. Being in a bit of a rush to land I applied too much back pressure. This resulted in the aircraft ballooning and caused me to float longer than I anticipated. During the period of hanging aloft above the runway the crosswind caused me to drift to the right at which point I realized I'd be touching down near the edge of the runway. As the aircraft began to settle I reengaged applying back pressure to keep up with the rate of descent. I felt my back wheels touch, followed by the nose gear. The front wheel bounced a bit and once all three wheels were on the ground THE AIRCRAFT BEGAN TO SWERVE. I ATTEMPTED TO CORRECT THE SWERVE, BUT ENDED UP OVER CORRECTING TO THE RIGHT. ~~BECAUSE~~ I BECAME TARGET FIXATED ON RIGHT EDGE OF THE RUNWAY WHICH RESULTED IN ME STEERING THE AIRCRAFT OFF THE RUNWAY INTO THE GRASS. AT THAT POINT I APPLIED THE TOE BRAKES GRADUALLY, IN AN EFFORT TO PREVENT THE PROP FROM LUNGING FORWARD AND STRIKING THE GROUND. ONCE I REALIZED THE AIRCRAFT WASN'T SLOWING DOWN I ~~APPLIED~~ APPLIED MORE PRESSURE TO THE TOE BRAKES. AT THIS POINT WITH DOWNWARD SLOPE OF THE ~~APPROACH~~ GRASS AND THE SPEED OF THE AIRCRAFT, MY EFFORTS WERE NIL. I PROCEEDED DOWN THE SLOPE INTO THE DEPRESSION WHICH IS WHERE THE AIRCRAFT PITCHED FORWARD OVER THE NOSE AND LANDED UPSIDE DOWN.