



Memorandum For Record

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The following digest was cut and pasted in its entirety from an e-mail the certified flight instructor (CFI) sent the NTSB on January 29, 2021, at 1330 EST.

“While flying direct to KJYO in level flight at about 1500-1700 feet MSL (mean sea level) in a slight descent in smooth air, I felt a large shock to the aircraft, and the aircraft began shaking, buffeting violently and loudly, the yoke also shaking violently, left and right, fore and aft, the aircraft pitching up and down. The student was flying, and I took control of the aircraft. I initially thought the engine had a problem, pulled the carb heat out, the throttle to idle, and slowed toward the aircraft’s best glide speed, which is 80 MPH, and ran the engine failure checklist from memory. We circled left, looking for a suitable field in which to perform an emergency landing. On KJYO tower frequency, 127.50, I radioed “Mayday Mayday Mayday, 5880L we’re going down west of Leesburg,” to the best of my recollection. The student and I identified several possible landing spots as we circled, looking at fields and one road. Two aircraft, who heard my call, joined on us. One was off our right wing, a Cessna. The other I believe was a Cirrus who I saw once off our left, then never again. I pushed the throttle in and I realized the engine was working. Then the Cessna chase plane radioed that my elevator was damaged, “flapping in the wind,” confirming structural damage. I elected to try to fly to KJYO, and headed there directly, a distance of maybe 4 NM. The Cessna chase aircraft followed us all the way in. As I flew toward Runway 17 I

again declared an emergency to the tower, to make sure of landing priority, and the tower replied, clearing me to land on Runway 17 at KJYO. I told the student to tighten his shoulder harness--I did the same—and flew a visual straight-in. As the aircraft was over the runway and near the surface, I pulled the power to idle, and tried to roundout and land normally, and pulled the yoke back. The nose pitched down very quickly, striking the ground and skidding on the runway on the nose gear and propeller. The landing skid was short, straight ahead. Unhurt, we shut down all switches, and I told the student to get out carefully and walk away from the aircraft quickly, and I did the same.

Matt Johnson”