



MEMORANDUM FOR RECORD
Pilot Statement

Peter Wentz
Air Safety Investigator
Eastern Region Aviation

Date: March 18, 2021
Person Contacted: Peter T Marchesi (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA21LA151

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Mr. Marchesi stated they conducted a preflight inspection of the airplane and found no anomalies. He was a CFI candidate and was on a training flight with his instructor. He stated he was performing engine out procedures and was nearing the approach end of runway 35. The airplane was in a 20-degree bank to the left and was turning from a left base to short final. He stated seeing the threshold between the right front of the fuselage and the leading edge of the right wing. He was right of the centerline and entered a flare. The airplane dropped about 5 ft and bounced on the main gear. The instructor immediately took the controls and added full power. The airplane was now only feet above the ground with full power and the “landing gear felt like it was contacting the ground” but was “unable to generate sufficient airspeed to create enough lift to climb”. The airplane continued from the approach end of runway 35, across a taxiway, then a runway and came to rest in the safety area between runway 8/26 and taxiway Bravo. Mr. Marchesi stated “it was plain and simple pilot error”.

The pilot reported that the airplane had no preimpact mechanical malfunctions or failures that would have precluded normal operation.

TO: FAA FSDO, Ron Adams

FROM: Peter Marchesi

RE: 3839J Incident/accident 3/9/2021

DATE: 3/10/2021

The following is the most accurate account of the above incident that I can give. Everything described happened in about 15 seconds. Times, distances, and speeds are approximate. This occurred at KAUG on March 9, 2021 at approximately 12:00 pm.

I am a CFI candidate and was on a training flight with my instructor. I was in the right seat. I was performing a "power off 180." As I neared the approach end of runway 35 I was in approximately a 20 degree bank to the left and was turning from a short left base to a very short final. I saw the threshold between the right front of the fuselage and the leading edge of the right wing. I was right of centerline I believed that I could land at that time and entered a flare. The plane dropped about 5' (I did not hear a stall horn) and bounced off the main gear. The instructor immediately took the controls and added full power. The plane had rotated approximately 45 degrees to the right about the vertical axis. The plane was now only feet above the ground with full power. The gear seemed to be contacting the ground (snowbanks?) periodically and the plane was unable to generate sufficient airspeed to create enough lift to climb. The plane continued from the approach end of runway 35, across taxiway Echo, across runway 8/26, and at this time when it was obvious that the plane would not fly the instructor pulled power and the plane came to rest in the safety area between runway 8/26 and taxiway Bravo. I was told afterwards that the plane struck at least one runway light.

Obvious damage is to the propeller, nose gear and leading edge of the left side of the stabilator. There were no injuries.