

RE: Statement of Incident on April 23rd 2021

N220XC

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To Whom It May Concern:

This is a statement of the events leading up to and the incident that occurred at the Northern Colorado Regional Airport at around 1:00 PM on April 23rd 2021.

I had a time block scheduled from 12:00-3:00 PM to fly with Max Klikuszowian an instructor with The Flying School based at the NOCO airport. The time block had been scheduling for at least a week in advance. I had flown earlier that day at 7:00 am taking advantage of the weather was calling for calm winds in the morning. During the weather brief for that flight I had seen that the winds were to pick up throughout the day. My flight that morning was short and just did some practice in the pattern before going to work.

I drove to the airport to meet Max at my hangar at 5251 Stearman St at 12:00 pm. Upon my arrival I saw that the COFIRE team was doing training drills and there was a crowd of people spectating. I walked over to the taxi way where the crowd had gathered to watch as I waited for Max. When Max arrived, he parked at my hangar and walked over to where I was with the people that had gathered to watch. We chatted with a few of the Fire crew then as the crowd dispersed we began to walk back to my hangar. The wind had picked up and I felt it was outside of my personal minimum so I said to Max "seems like the wind may be an issue, what are you thinking"? to that he replied. "I don't know let's get up there and see what its like". I then said "are you sure? Because I don't want to crash my plane in front of all of these people". To that Max laughed and said "we will be fine. We can work on crosswind landings".


We finished walking back to my hangar and I pre-flighted the plane and pushed it out. We both got in the plane and I started it up. I listened to the weather and then contacted ground to taxi to runway 33 and requested to stay in the pattern. The winds favored runway 33 and it was currently in use. At this point our plan was to stay in the pattern as it was clear the weather was questionable and most likely would get worse as time went on.

We completed the run-up and were cleared to take off. We entered runway 33 at around 12:45 PM. We performed two laps in the pattern with both landings having a slight crosswind from the left. Both landings were performed as normal and there were no issues maintain

directional control on take offs or landings. On the third landing the wind had pickup fairly substantially. We had extended our downwind for landing traffic so we had a bit of a longer final. It was clear on final with the crab angle that the wind had increased over the previous two landings. Max said, "lets pitch for 75mph" which is 10- 15 MPH faster than the previous two landing. As we were approaching short final Max as talking me through the controls saying things like, "add a little more right rudder" and "a little more left aileron". When we reached around 100 feet off the ground we hit a down draft or a sink in air and I stated "well this approach is ruined". Fully expecting a go-around. Max continued talking through the control imputed and was physically on the controls at this point. It was clear he was still committed to the landing despite the poor approach and he was now in control of the plane. Max continued to talk through the landing and the plane neared the runway. The Plane floated much more than any normal landing and as it touched down I felt the plane start to veer off to the left. Max said "████, █████, █████" and the plane lost directional control spinning 180 degrees to the left and the right wing struck the runway.

I asked if he was ok and he said yes. He said "sorry Dude, I don't know what happened, I was giving it full right rudder and full right brake" The tower contacted us asking if we need any assistance and I could see that the only damage to the plane was the wing tip so I let them know that we were fine to taxi to the ramp. I taxied the plane to the ramp where we got out and were greeted by the airport officials and emergency crews.

They made sure everyone was ok and there were no issues with the plane and then allowed us to taxi back to my hangar. Once we reached my hangar we shut down the plane and put it away. We were met there by the airport official again to complete their report. Again, Max said to them "I don't know what happened and that he was giving the plane full right rudder and full right brake".


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Jeramiah M Larsen

4-26-2021