

Courtney Compton

[REDACTED]

Tell: [REDACTED]

Certificate No.: [REDACTED]

11/19/2021

Pete Wentz

Air Safety Investigator

National Transportation Safety Board

45065 Bles Park Dr.

Ashburn, VA 20147

[REDACTED]

Dear Pete Wentz

I was conducting a supervised solo at KFIN as part of my flight instruction towards my certificate. While in the pattern, as I was turning left onto final, birds crossed in front of and below my flight path. I slightly pulled back on the yoke to avoid a bird strike but not too far back to enter a stall. I avoided the birds and lined up for final. I added full flaps, pitched for 65 knots, and added a little bit of power to reach correct altitude. As I approached the runway threshold, I slowly reduced power and attempted to pull back to enter ground effect. I began to balloon, so I reduced power and reduced back pressure. The plane descended too quickly so I began pulling back on the yoke. I must have pulled back too far because I began to balloon again. I tried to recover the ballooning through adjustments, but I must have over adjusted and the ballooning became out of my control. After touching down, at some point my prop struck the runway, but I was able to partially exit the runway and notify tower. Tower instructed me to clear the runway, but I was unable because my nose gear had deflated. I shut down the plane and remained in contact with tower until my instructor arrived and I was escorted off the runway, we were escorted to the FBO and contacted the school to let them know of the event.

Sincerely,

[REDACTED]

Courtney Compton