

10 March 2022

Preflight Activities:

- 1) Preflight showed no deficiencies
- 2) Got TAF previous night. TAF and weather RADAR morning of flight. Weather at airport, Sky clear, West wind 3kts or less
- 3) Plan was to do closed traffic at 4B8 practicing wheel landings
- 4) Fuel tanks full. Have a standing order with FBO to top off after every flight

Description of Flight Leading up to accident:

- 1) Taxi out and runup normal
- 2) First wheel landing normal. Taxi back
- 3) Second landing normal but got a slight bounce on landing. Decent was a little too fast. Decided to go around rather than try to "save the landing".

Description of Circumstances Leading to Accident etc.:

- 1) Third landing and approach was normal
- 2) Touch down at 80 MPH in first third of runway was Smooth
- 3) Touch down slightly to the right of center line
- 4) Retard throttle, stick slightly forward, left rudder to get on center line
- 5) The plane made an aggressive turn to the left
- 6) Suspect toe break was inadvertently engaged
- 7) Immediate right rudder to keep from going off runway, down embankment and into trees
- 8) Over corrected and got an aggressive turn to right
- 9) Recognized that without directional stability a go around would be hazardous, better to say on ground
- 10) Over corrected to left
- 11) Realized I was on the verge of losing control completely. The result would be either a ground loop or running off the runway. Going off the runway was the better choice. Decided to intentionally go off runway to the right. A low snowbank at the runway edge and snow on the infield would slow the plane down.
- 12) Put in right rudder and lined up the planes path so it would intersect the off ramp in the middle. No obstacles. No traffic in the vicinity. With luck I'd get to the off ramp at a slow enough speed that I could make the turn off, if not continue on course and exit on the taxiway. With a little bit of luck, no damage.
- 13) Was approaching edge of runway on desired course at between 70 and 50 MPH
- 14) Blacked out
- 15) ~~I found out later that what I thought was a low snowbank was a solid ice barrier~~

- 16) ~~The rapid deceleration caused by the wheels hitting the ice barrier and stopping caused the black-out~~
- 17) From touch down to crash was seconds.
- 18) When I came to, I found myself suspended upside down in the 5-point harness with my right hand stuck between the ground and an airframe tube.
- 19) ~~The planes momentum must have nosed it over and flipped it over after the wheels hit the ice barrier and stopped.~~
- 20) Assessed my condition quickly, no pain, all body parts movable
- 21) Began digging the dirt away from right hand with my left. Would try to figure how to get out once hand was free.
- 22) People from the FBO were on scene quickly, got me out and laying on the on the underside of the wing.
- 23) Wanted to get up and walk but the people from the FBO wanted me to stay still until paramedics came
- 24) Paramedics arrived. Strapped me to a board and took me to Hartford Hospital
- 25) After several hours of x-rays, cat- scans, blood tests and who knows what else they said I was OK to go home.
- 26) Walked out of hospital and my wife drove me home.
- 27) Only injuries are minor cuts and bruises on hands and knees which are healing nicely as I write this on 14 March 2022.

## Kemner Heidi

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**From:** DWORAK, FRANK [REDACTED]  
**Sent:** Monday, March 28, 2022 3:55 PM  
**To:** Kemner Heidi  
**Subject:** RE: N91JB - NTSB Airplane Accident/Incident Form

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Heidi;

I would line out 15, 16 and 19 of my statement

While I was laying on the underside of the wing waiting for the medics someone from the FBO said there was an ice barrier.

I assumed that that was the cause of my black out and the plane nosing over and flipping.

Looking at the photos Michael took of the crash scene, a few days latter, there did not seem to be any barrier

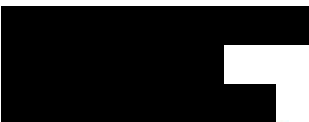
It looks like the plane assumed a nose down attitude after leaving the runway, nosed over and flipped.

I do not know what caused me to back out as the plane left the runway.

Although I will say that the photos seemed to show the plane took a significantly different track than the one I was approaching the infield on.

**Frank Dworak**

Chairman



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**Frank Dworak**