



RECORD OF E-MAIL CORRESPONDENCE

**Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region**

**Date: August 31, 2020
Person Contacted: Seokheon Kang (CFI)
NTSB Accident Number:**

Narrative:

The following is a synopsis of the information provided by Mr. Seokheon Kang in an e-mail correspondence.

To whom it may concern,

Hello this is Seokheon Kang, a certified flight instructor at Westwind School of Aeronautics. The reason why I'm writing this letter is to explain what happened to N103VK on August 18th 2020. My student (Aby Joseph David) and I flew N103VK on August 18th 2020 to prepare his progress check for the commercial course. Since he had a hard time making a short approach perfectly, we focused on landing on that day. He tried several short approaches, but his short approaches didn't go well and we got a hard landing at the end. Here is what happened. When we were approaching Runway 7R on the final, he assumed we would be short. I was pretty sure that it should be okay as long as he maintained the pitch attitude and started having a ground effect, because the wind was not strong. However, he assumed that we would be still short over the runway and he thought he would be able to get more lift if he pulled the yoke back while we were getting slower, so he instinctively pulled the yoke back to get more lift when we were still pretty high over the runway. Since I knew that the main issue for his short approach was he pulled the yoke back too early before he was close enough to a runway, I said "maintain your pitch attitude otherwise we would stall over the runway". But he kept pulling the yoke and ended up having not enough lift (stall) and a hard landing in a second. After that hard landing, we asked the tower for a full stop to check any damage on the rudder, tire, and tail. Based on what I've seen and felt, I didn't see any physical damage and feel any change in the rudder and tire. However, I've noticed that there is damage on the rudder cable and we need to report this to NTSB. I'm hoping that this letter will help you to understand what happened and figure out what needs to be done.



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Date: August 31, 2020
Person Contacted: Aby Joseph David (Pilot)
NTSB Accident Number:

Narrative:

The following is a synopsis of the information provided by Mr. Aby Joseph David in an e-mail correspondence.

I would like to summarize a brief report of a training flight which happened on the 18th August 2020. I was flying a Cessna 172S Round gauge (tail number 103VK) with my instructor Mr. Jake Kang. We had started flying by around 11 am and was practicing short approaches. While doing so, one of the short approach was misjudged with the aiming point. Due to this, I flared earlier than normal and touch down was not smooth. I have requested a full stop taxi with the tower, while taxiing for next take-off I checked the effectiveness of brakes and flight controls. We continued our flight and completed at least 5 more short approaches. After the training flight we did a good and thorough post flight inspection. We concluded the aircraft was fine. Later on by 26th of august I was notified by Mr Pete Hatchett that the airplane was impacted with a hard landing.