
Incident Report

Ryan Voight [REDACTED]

Tue, Feb 7, 2023 at 10:20 AM

To: Timothy Bartlett [REDACTED]

Cc: Mitch Semel [REDACTED], Ryan Mayo [REDACTED]

Accident report pertaining to hard landing in N871LA on Monday, February 6th, 2023:

On Monday 02/06/23 my part 91 Commercial student and I set out to practice short field landings at 20N Kingston/Ulster. As we approached the airport we checked the automated weather system which reported winds calm. We noted the wind at 3,000 ft and selected runway 33 as the more favorable. I briefed my student on the likelihood of wind shear based upon the wind at altitude compared to the calm report on the surface, and we specifically reviewed what to look for if we experience wind shear, and to be ready to add power, lower the nose as necessary to keep airspeed and go around. I also instructed to expect our first pass to be a low approach only and expect the go around, only continuing to a landing if safe and stable.

We joined the downwind for runway 33 on a 45 and tried to observe the windsock or any other surface indicators. On final we experienced a smooth but steady decay of airspeed, requiring a bit of power to maintain our stable approach. As we rounded out my student realized we would land beyond the commercial standards for short field and performed a well-executed go around. We flew the pattern, making radio calls, and set up to try again.

On this approach, as we passed over the obstacles on short final I advised my student to reduce power to idle so we did not again overshoot the touchdown point- to which he complied. As we descended the pilot continued gradually increasing pitch attitude much as we would if we still had some power in. Seeing this I said pitch down and nudged the control stick forward to reduce our angle of attack. As I released my forward pressure on the control stick we again began to pitch nose higher, and as our descent rate increased he continued to pull back and pitch up, further stalling and increasing descent rate until we touched down hard on the mains and nose gear. We rolled to a stop and, after making sure my client was definitely ok, we secured the airplane before exiting to inspect- concluding this flight.

**Ryan Voight**

Take Flight Aviation LLC

Phone [REDACTED] | Website www.takeflightoc.com

Email [REDACTED]

Address 49 Hangar Road, Hangar D, Montgomery, NY 12549



[Quoted text hidden]