

**From:** David Tarrant [REDACTED]

**Sent:** Wednesday, July 7, 2021 12:15 PM

**To:** Anderson, Richard D Jr (FAA) [REDACTED]

**Subject:** Re: Incident at Ray

**Importance:** High

Rick,

You are welcome. Here are the details:

### Data Summary

- Aircraft: Flight Design CTLS N920SS.
- Instructor: Joshua Goodrich; [REDACTED]
- Date of incident: Monday 28 June 2021.
- Approximate time: 7:30 PM.
- Location: Ray Community Airport (57D) hangar 304B.
- Injured party, Club Member [REDACTED] age 16, [REDACTED].

### Accident Narrative\*

Student's first lesson. Due to approaching weather flight confined to pattern work. Student was queasy so instructor switched to ground work – taxiing, use of rudder pedals, brakes. It began to rain heavily. Instructor had left hangar door open, and due to rain condition elected to taxi into the hangar. A chock was in the way; without shutting down engine, he instructed student (who was seated in the left seat) to exit the aircraft and go in front of it to move the chock. As she exited the aircraft and walked past the front of the aircraft, the student's right arm, hand and elbow contacted prop, causing a chipped elbow bone, broken finger, contusions, and lacerations. One prop blade split lengthwise, which was fortunate as a lot of the energy was absorbed by the prop instead of the student. Photos of the prop are attached.

\*Based on instructors initial report and limited dialog with student.

### Club Issues with this Accident

Eximious does not condone taxiing into hangars and this is the first such incident known to have occurred since the Club was founded in 1958. Similarly the Club does not condone having personnel in close proximity to the front of an aircraft with a running engine and especially does not approve of student pilots exiting an aircraft when the engine is in operation. In addition, a Club Member who serves as the CTLS plane- and hangar captain observed the aircraft still in the pattern when a thunderstorm was approaching the airport – which helps explain the heavy downpour just before the accident. Therefore at least five lapses of instructor judgement led to the accident: 1) instructing in the air and on the ground in the face of an approaching thunderstorm; 2) choosing to taxi under power into the hangar; 3) instructing the student to exit the aircraft; 4) failing to

adequately warn her to avoid the prop (apparently); 5) leaving the engine running while the student exited the aircraft to move something in front of it.

The instructor was approved by the Club to instruct Club Members. The instructor is not a full, regular Club Member. Instructors in his category are considered "Adjunct Members" with very limited privileges. The relationship between individual Club Members desiring instruction and Club approved instructors is contractually between the student and the instructor. The Club is not involved except to approve or deny Club instructor privileges.

#### Other Items

As mentioned the accident has been reported to the NTSB. However it is too soon for their Preliminary Report. We have contacted our insurance company and have also contacted the instructor's insurance company to confirm they are aware of the accident. The instructor's Club privileges have been suspended indefinitely.

If more detail is needed please advise. Thanks for your attention to this matter.

Dave

David W. Tarrant  
President  
Eximious Flying Club, Inc.

**EXIMIOUS**  
**FLYING CLUB**

---