



## NATIONAL TRANSPORTATION SAFETY BOARD

### Eastern Region – Ashburn, Virginia

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Summary of Statement

From: Byron Hamby, DPE

To: Leah Read, NTSB

When: January 6, 2022

The following is the statement provided via email from Mr. Hamby to NTSB Investigator-in-Charge Leah D. Read. The two videos mentioned by Mr. Hamby were entered in the public docket.

*"Hello Ms. Read. As per our discussion today I am including a description of what I witnessed on 12/12/2021, at KHZL.*

*I arrived to meet an applicant for a practical test at approximately 08:50 local time at KHZL on 12/12/2021. As I walked to the office I did not hear nor see an airplane in the pattern. I entered the FBO and sat at a table to watch the applicant land the airplane, expecting him to use Runway 28. A couple minutes later I heard the pilot make a radio call for runway 10. I knew winds were forecast to be from 290 at 10-17 knots. I went outside to check the wind sock and watch the pilot make the approach to land and filmed the first video which was 35 seconds long. The airplane making the approach to land did a go around and did not have flaps extended and was traveling at a high rate of speed. I also filmed the second approach video which was 54 seconds long, which resulted in the airplane departing the runway. The wind sock was indicating a tailwind for runway 10 at approximately 10 knots. The airplane did not have flaps extended and touched down well beyond the taxiway in front of the FBO on runway 10. The airplane was traveling at a high rate of speed. After offering assistance to the pilot and staff at KHZL, I took the accident photos. I only saw two approaches to land with the accident airplane.*

*Byron Hamby*

*Feel free to contact me anytime. "*