

Subject: Talon Incident Report N412JA

Date: Tuesday, January 5, 2021 at 13:29:16 Eastern Standard Time

From: Michael O'Reilly

To: Knut Finnevolden

> The leg originated as a FAR Part 91 Repositioning flight from KOPF to KFRG. I was the SIC/Pilot flying. There were no extenuating circumstances prior to the flight. We were well rested, the weather was good and the Captain and I worked well together as a crew. As is Talon's and my own standard operating procedure, the flight was conducted in accordance to 135 Standards.

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> Approximately 50 miles off of the South shore of Long Island I obtained the latest weather at KFRG via datalink, which reported 3/4 sm visibility and 200 feet overcast. This was the minimum weather required for the approach in use; ILS 14.

> I briefed the approach, including missed approach procedures and the call-outs that I would make.

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> As ATC vectored us to the localizer I called for flaps 15. We were cleared for the approach and intercepted the localizer. When the glideslope became alive I called for "gear down, before landing checklist", which the Captain completed. At 1.5 below the glideslope I called for flaps 25 and at glideslope intercept called for flaps 45. We were fully configured by the Final Approach Fix- FRIKK.

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> After passing FRIKK the tower informed us that the last aircraft reported breaking out at minimums 5 min prior. ATC then said the latest weather was report 1/4 sm visibility and 200 feet ceiling. The Captain acknowledged and asked me if I was comfortable continuing. I said that I was.

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> We were stabilized, on glideslope and on speed, and could continue the approach safely to minimums. The Captain made all of the appropriate callouts above minimums and then called "minimums, lights". I looked outside briefly and, seeing the lead-in lights, responded "continuing". The Captain stated that the runway was slightly to the left. I looked outside again and saw some of the REIL lights and the red terminating lights. I did not see enough to identify the runway and immediately pressed the go-around button.

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> The Captain simultaneously called out to go around as I was hitting the go-around button. I responded immediately with my callouts; "Go-Around, Go Around Thrust, Flaps 15." All of this happened within seconds. I saw out of the corner of my eye that the Captain did reach for the flap lever. The aircraft came in contact with the runway as I was attempting to go around and began to spin.

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Respectfully,
Michael O'Reilly

Sent from my iPhone