

From: Gregg Heath [REDACTED]

Sent: Tuesday, August 11, 2020 10:12 PM

To: Cuthbert, Timothy S (FAA) [REDACTED]

Subject: a36 landing incident

On August 6th, 2020 I was acting as CFI for Ben Brinkhopf providing training in preparation for his commercial practical test in his Bonanza A36. Ben was PIC and I was in the right seat.

We departed KCEY at approximately 0700 and spent the next 1 1/2 hours practicing the maneuvers required for the commercial check ride. We practiced chandelles, lazy 8's, emergency descents and steep spirals. Our final maneuver was a steep spiral from approximately 4500ft MSL over the approach end of RWY 05 at KCEY. After two full turns we were at approximately 2000ft MSL. Pattern altitude at KCEY is 1450ft MSL so I had Ben transition from the steep spiral to a downwind leg and proceed to a normal landing. He extended the gear as we turned base and the plane was configured for a normal landing. The VASI showed we were slightly above the glide path. We crossed the threshold and we were about to touch down between the numbers and the 1000 foot marks. I estimate we were no more than 3 feet off the ground. Ben said he thought the sink rate was a little high so he added some power to cushion the landing. I didn't think it was necessary but also didn't think it would hurt anything. When the power was added the nose suddenly pitched up and the left wing dropped and struck the runway. I took control of the airplane at that point. The airplane left the runway to the left but I was able to get it straightened out before we entered an adjacent corn field. We paralleled the runway in the grass for a while until we slowed down and since the engine was operating normally and I had directional control, I re-entered the runway and taxied to the repair shop and shut down. Damage to the upper left wing skin was apparent and scrape marks on the underside of both tip tanks was noticed. Landing gear did not appear damaged and the prop did not strike anything.

We had done 2 training flights the previous week and had done several power off 180 maneuvers without incident. In thinking about this event, the only explanation I can come up with is that during the steep spiral, Ben added quite a bit of nose up trim to help keep the plane at 100KTS best glide speed. When power was added while we were in the landing flare, the nose pitched up and the plane stalled causing the wing to drop.

Fortunately neither of us was hurt and we managed to miss hitting any runway lights. I don't believe there was any malfunction in the airplane.

I hope this is helpful and if you need anything further please don't hesitate to call.

Gregg Heath
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