

Summary of report written by Benjamin Brinkopf

Written on August 13, 2020

All statements provided herein are my own and based on personal recollection

On Thursday, August 6, 2020, at approximately 8:15am CT, I was concluding a Commercial Maneuvers training flight (which began around 7am)¹ in the A36 Beechcraft Bonanza N312LC aircraft with a steep spiral followed by power-off landing on Runway 5 at the Murray, Kentucky (KCEY) Airport.

Greg Heath was the flight instructor sitting in the right seat overseeing the controls, while I managed the controls in the left seat.

The approach was made at best glidespeed at approximately 100 knots with gear down and flaps up. The wind was light; the AWOS had reported 330 degrees at 4 knots before landing.

There was no mechanical problem observed with the aircraft. All systems and controls were observed to be acting in normal condition and configuration.

As the aircraft approached the runway, I felt the aircraft sinking faster than expected and noticed the indicated airspeed was between 85 and 90 knots. I added slight power before flaring the aircraft, however the aircraft experienced a hard landing on the runway surface.

The aircraft bounced and then wing tilted left and then right before settling back on the runway. As I slowed the aircraft it departed the runway on the left (north) side and was stopped in the grass. I taxied the aircraft under its own power across the runway, taxiway and back to the general aviation ramp.

Upon unloading, I noticed slight skidding to the underside of the left and right tip tanks consistent with a runway strike. There was also a wrinkle on the top of the left wing. No other abnormalities were observed.

Cardinal Aviation employees Ernie Jirak and David Herring also inspected the plane with the Airport Manager, Anthony Young, and my father Paul Brinkopf. Extensive visual observations were taken to confirm the initial assessment, and we agreed that condition, as well as no injuries or damage to the airfield (runway or lights) did not warrant a report.

We discussed the best way to have the aircraft inspected and process to have any necessary repairs made. We departed the airport at 9am CT.

Please contact me if you have any questions.

Best,
Benjamin Brinkopf

¹ As reported by flightaware.com (accessed August 11, 2020) and corroborated by pilot's memory