

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN18FA004	10/08/2017 1300 CDT	Regis# N580LL	Vernon, TX	Apt: Wilbarger County F05
Acft Mk/Mdl AERO VODOCHODY L39-C		Acft SN 432921	Acft Dmg: DESTROYED	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl IVCHENKO AI-25TL			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JAY W.S. BAXLEY		Opr dba:		Aircraft Fire: GRD
				AW Cert: SPE

Events

1. Maneuvering-low-alt flying - Loss of control in flight
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Narrative

On October 8, 2017, about 1300 central daylight time, an Aero Vodochody L39C, N580LL, collided with terrain 0.5 miles south of the Wilbarger County Airport (F05), Vernon, Texas. The commercial pilot, the sole occupant on board, was fatally injured. The airplane was destroyed. The airplane was registered to Bravo Charlie Mike One, LLC., Las Vegas, Nevada, and was operated by the pilot under the provisions of Title 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The local flight originated from F05 about 1245.

No fewer than nine witnesses saw the airplane make a low-altitude pass over runway 20. Some witnesses said the landing gear was being retracted as if the pilot was making a go-around. The airplane pulled up and made a steep left bank and impacted the ground.

The on-scene investigation revealed a 40-foot long ground scar, consistent with the left wing contacting the ground, that led to a 50-foot long crater. The airplane broke apart leaving a 580-foot long debris path aligned on a magnetic course approximately 170°. There was a short-lived grass fire ignited by the fuel spill. The airplane was fragmented. An intact right wing and empennage were identified. The engine compressor showed signs consistent with sudden stoppage. The guide vanes were broken or crushed, and there was scoring of the case.

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Accident Rpt# GAA17CA321	06/05/2017 830 PDT	Regis# N80083	Tulelake, CA	Apt: Tulelake Muni O81
Acft Mk/Mdl AG-CAT CORPORATION G 164-B		Acft SN 837B	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl HONEYWELL TPE331-1-151G		Acft TT 4681	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 137
Opr Name: MACYS FLYING SERVICE INC		Opr dba:		Aircraft Fire: NONE
				AW Cert: SPR

Events

2. Maneuvering-low-alt flying - Part(s) separation from AC

Narrative

The pilot reported that he was maneuvering to perform an aerial application. He noticed a ground application operator whom was located inside of the cab of the ground application equipment. The pilot decided to perform a "close fly-by" over the ground equipment. The left main landing gear struck the ground equipment cab, and the pilot elected to return to the airport. He landed on the gravel taxiway that paralleled runway 30. The airplane sustained substantial damage to the left main landing gear attachment points.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that the accident could have been prevented, "had the pilot used better judgement and not done a close fly-by the ground application equipment" which was also owned by the operator.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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Accident Rpt# GAA17CA266	05/03/2017 1430 EDT	Regis# N421KR	Portage County, OH	Apt: Portage County POV
Acft Mk/Mdl CESSNA T182		Acft SN T18208308	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING TIO-540-AK1A		Acft TT 416	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GRWW AVIATION LLC.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-landing roll - Loss of control on ground

Narrative

The solo student pilot reported that, during a touch-and-go, the airplane veered off the runway to the left and impacted a culvert.

The airplane sustained substantial damage to the right wing.

The student pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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Accident Rpt# GAA17CA267	05/08/2017	915 CDT	Regis# N6944K	Walnut Ridge, AR	Apt: Private N/A
Acft Mk/Mdl GRUMMAN ACFT ENG COR-SCHWEIZER	Acft SN 526B	Acft Dmg: SUBSTANTIAL	Fatal 0	Ser Inj 0	Rpt Status: Factual Prob Caus: Pending
Opr Name: WILSON FLYING SERVICE INC.	Opr dba:	Fit Conducted Under: FAR 137	Aircraft Fire: NONE		
					AW Cert: SPR

Events

1. Landing-landing roll - Loss of control on ground

Narrative

The pilot of a tailwheel-equipped airplane reported that, during a go-around, the airplane veered to the left off the runway. He added that, the main landing gear went into the mud and the airplane nosed over.

The airplane sustained substantial damage to the empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 4 nautical miles from the accident site reported that, about the time of the accident, the wind was from 200ø at 6 knots. The Federal Aviation Administration Inspector reported that the pilot landed to the north.

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Accident Rpt# CEN17FA362	09/23/2017 1028 CDT	Regis# N73MA	Ainsworth, NE	Apt: Ainsworth Regional KANW
Acft Mk/Mdl MITSUBISHI MU 2B-40-26A		Acft SN 414 SA	Acft Dmg: DESTROYED	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl HONEYWELL TPE331			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: RA AIRCRAFT MANAGEMENT INC		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Initial climb - Loss of control in flight
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Narrative

On September 23, 2017, about 1028 central daylight time, a Mitsubishi MU 2B-40 airplane, N73MA, was destroyed when it impacted terrain 3.5 miles northeast of the Ainsworth Regional Airport (ANW), Ainsworth, Nebraska. The private pilot was fatally injured. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Instrument meteorological conditions prevailed and a Federal Aviation Administration (FAA) flight plan had been filed for the flight. The airplane was originating at the time of the accident and was en route to Bottineau Municipal Airport (D09), Bottineau, North Dakota.

According to the airport manager, the airplane was fueled in a hangar just prior to the flight. The airport manager watched the airplane depart from runway 35 (6,824 feet by 110 feet; asphalt) and enter the clouds. Several witnesses in the area reported hearing the airplane takeoff and a loud noise shortly thereafter; however, the witnesses attributed the loud noise to a thunderstorm in the area. The airplane was reported missing by a friend of the pilot when the airplane did not arrive at D09. The wreckage was located around 1800 that night.

At the time of the accidents the wind was 360 degrees at 10 knots, the visibility was 1 3/4 statute miles in mist, with overcast skies at 500 feet. The temperature and dewpoint were both 48 degrees.

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Accident Rpt# ERA17LA302	08/28/2017 1109 CDT	Regis# N750UP	Harvest, AL	Apt: N/a
Acft Mk/Mdl PACIFIC AEROSPACE LTD 750XL-NO	Acft SN 133	Acft Dmg: SUBSTANTIAL	Fatal 0	Prob Caus: Pending
Eng Mk/Mdl PRATT & WHITNEY PT6A-34		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: RANDIGO, LLC	Opr dba:		Aircraft Fire: NONE	
			AW Cert: STN	

Events

1. Enroute-descent - Loss of engine power (total)
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Narrative

On August 28, 2017, about 1109 central daylight time, a Pacific Aerospace Limited 750XL, N750UP, was substantially damaged during a forced landing in a field near Harvest, Alabama. The commercial pilot was not injured. The airplane was being operated under the provisions of 14 Code of Federal Regulations Part 91, as a personal flight. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan was filed. The flight originated about 0630 from Penridge Airport (CKZ), Perkasi, Pennsylvania, and was destined for Huntsville International Airport-Carl T Jones Field (HSV), Huntsville, Alabama.

The pilot stated that as part of his preflight inspection of the airplane he visually verified each fuel tank was full, and the total usable fuel capacity was 221 gallons. After takeoff, the airplane climbed to the flight planned altitude of 8,000 ft mean sea level (msl), and proceeded towards the destination airport. When the flight was near the planned refueling location of the Rockwood Municipal Airport, Rockwood, Tennessee, the pilot verified that the airplane had an adequate supply of fuel to reach the intended destination. While in contact with HSV air traffic control tower, he requested to descend to 6,000 ft msl, and was subsequently cleared to descend to 4,000 ft msl. At that time, the pilot noted HSV was to his left about 10 miles away. Shortly thereafter, while at an altitude about 3,500 ft msl, warning lights on the annunciator panel, which included a fuel pressure light, illuminated. The pilot declared an emergency with the controller, and the engine experienced a total loss of engine power. According to a Federal Aviation Administration inspector, the controller vectored the pilot to Epps Airpark (00AL), a private airport located in Harvest, Alabama, but the pilot was unable to locate it.

The pilot further stated that he maneuvered the airplane for a forced landing in a field, and he attempted to descend under powerlines, but the airplane impacted a telephone line. The airplane then touched down on the main landing gear near the edge of the field, rolled up a slight embankment, and then onto a road, coming to rest upright. He exited the airplane, and called 911 to report the accident.

Postaccident examination of the airplane by an FAA inspector revealed the forward fuel tanks were breached, but there was no evidence of fuel spill across the road. A residual amount of fuel remained in both fuel tanks. The airplane was recovered for further examination.