

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA262	07/20/2017 1945 EDT	Regis# N3154E	Gilbert, SC	Apt: Whiteplains SC99
Acft Mk/Mdl AERONCA 11BC-CONVERSION		Acft SN 11AC-1499	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL C85-12F		Acft TT 3227	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JAMES W. FENDER JR.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Loss of control on ground
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Narrative

On July 20, 2017, about 1945 eastern daylight time, a Aeronca 11BC Conversion, N3154E, was substantially damaged during landing at Whiteplains Airport (SC99), Gilbert, South Carolina. The private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight, which departed SC99 about 1930, and was operated under the provisions of 14 Code of Federal Regulations Part 91.

According to the pilot, he completed a normal right traffic pattern approach and landing to runway 9. After touchdown, the airplane lurched hard to the left and went off the left side of the runway into the grass covered area adjacent to the runway and then struck the windsock pole. The airplane then ground-looped to the left and the right main landing gear collapsed. The airplane then came to rest, and the pilot egressed.

Postaccident examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that it was substantially damaged. The left wing attach point panel screws were loose, and the left wing was impact damaged, with visible crushing extending aft past the wing strut attach point on the forward spar. The right main landing gear had separated from its mounting location, and the right wingtip was damaged. The propeller tips were damaged, and the fuselage beneath the cockpit aft of the firewall was damaged. External examination of the left main landing gear and the left and right brake assemblies revealed no abnormalities.

On August 22, 2017, the brake system was examined by the NTSB. Examination of the system revealed that the airplane was equipped with heel brake pedals at the left cockpit seat. No brake pedals were installed at the right seat location. The left brake pedal was connected to the left wheel brake drum by a cable. Left cable continuity was confirmed and the cable remained taut. When the heel pedal was actuated manually, it moved forward and aft; normal spring tension was noted. The left wheel and tire were spun manually; the left heel brake was pressed and the wheel stopped immediately. When the heel brake pressure was released, the wheel became free and spun without restriction or binding. No evidence of a locked brake condition was observed.

The right brake pedal cable was separated at the right brake drum due to impact forces (separation of the right main landing gear). The remaining hardware was in place and operated in a normal manner.

The left and right brake drums were disassembled. The linings of both brake drums were smooth and no anomalies were noted. All brake shoes were in good condition with minimal wear. All brake shoe springs were in place and tight. All wheel bearings were undamaged with minimal wear.

Both main landing gear tires were in an undamaged condition and tread wear was minimal. No flat or scuffed spots were noted on either main landing gear tire.

The reported weather at Columbia Metropolitan Airport (CAE), Columbia, South Carolina, located 12 nautical miles east of the accident site, at 1956, included: winds 200ø at 4 knots, 10 miles visibility, scattered clouds at 6,000 ft, scattered clouds at 15,000 ft, temperature 30ø C, dew point 22ø C, and an altimeter setting of 29.98 inches of mercury.

SC99 was a privately-owned fly-in residential community, located five miles west of the central business district of Lexington, South Carolina. It was classified by the FAA as an uncontrolled private use airport. The field elevation was 520 ft above mean sea level and it had one runway oriented in a 09/27 configuration. Runway 9 was asphalt. The total length was 3,000 ft long and 35 ft wide. It was marked with basic markings. The threshold was displaced by 200 ft on the approach end, and obstructions were present off the approach end of the runway in the form of 70-foot-tall trees located 230 ft from the runway threshold. Examination of the runway by the FAA revealed that the windsock was located approximately 25 ft north of the left edge of the paved runway. Skid marks were present which lead from the centerline of the runway, to the windsock location.

According to FAA airman records, and pilot records, the pilot held a private pilot certificate with a rating for airplane single-engine land. His most recent FAA second-class medical certificate was issued on February 19, 2016. He reported that he had accrued 521 total hours of flight experience, 7 of which were in the

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accident airplane make and model.

According to FAA airworthiness records and airplane maintenance records, the airplane was manufactured in 1946. Its most recent annual inspection was completed on June 24, 2017. At the time of the accident, the airplane had accrued about 3,226 total hours of operation.

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Accident Rpt# WPR16FA046	01/04/2016 1615 MST	Regis# N912EB	Alpine, WY	Apt: N/a		
Acft Mk/Mdl AEROSTAR S A YAK 52-NO SERIES	Acft SN 832912	Acft Dmg: DESTROYED	Fatal 2	Ser Inj 0	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl VENDENYEV M14P					Flt Conducted Under: FAR 091	
Opr Name: WYOMING WINGS LLC	Opr dba:				Aircraft Fire: NONE	
					AW Cert: SPE	

Events

1. Maneuvering - Controlled flight into terr/obj (CFIT)

Narrative

HISTORY OF FLIGHT

On January 4, 2016, about 1615 mountain standard time, an experimental Aerostar SA YAK-52, N912EB, collided with terrain while maneuvering near Alpine Airport, Alpine, Wyoming. The private pilot and the pilot-rated passenger sustained fatal injuries; the airplane was destroyed. The airplane was registered to and operated by Wyoming Wings LLC under the provisions of 14 Code of Federal Regulations Part 91. The local personal flight departed Alpine Airport about 1530. Visual meteorological conditions prevailed, and no flight plan had been filed.

Family members reported that the accident airplane departed, and went to an area northwest of the airport where the pilot planned to perform aerobatic maneuvers. Two other airplanes, one flown by the accident passenger's father, and the other by the accident pilot's son, then departed on local sightseeing flights. The passenger's father returned to the airport, landed on runway 13, and turned the airplane toward the southwest on a taxiway as he prepared to depart on runway 31, which was standard practice at the airport when winds permitted. He saw the YAK performing aerobatics west of the airport and heard the accident pilot's son report on a 3-mile final straight in for runway 13. He departed runway 31, and immediately turned 90° to the west to clear the area for the landing traffic. As he reached pattern altitude, he saw the debris field forming on the snow-covered ground behind the accident pilot's son's airplane, which was on a 2-mile final approach. He flew over the site, and broadcast that the YAK was down. He made a couple of passes over the site before landing. He noted that the sky was slightly cloudy, and low light conditions were present.

The accident pilot's son stated that he departed after his father, and flew along the east side of a reservoir before turning south to overfly the family's home. He returned to the north and maneuvered to the west side of the reservoir. As he proceeded north, he descended over the reservoir, which was frozen over and covered with snow. He stated that the surface had no cracks, and the lighting was flat so that he had difficulty judging his height above the ground. As he continued north, the surface showed some cracks, which helped him with height visualization. About 7 miles north of the airport, he transitioned to the east side of the reservoir, and headed south toward the airport. He was about 5 miles from the airport, and made a radio call that he was going to land on runway 13. He saw the accident passenger's father's airplane take off and turn to the west. He was about 100 to 200 ft above the ground and over the reservoir about 3 miles from the airport when he heard his father in the YAK make a radio call indicating that the YAK was either going to join up or do a flyby. Because of that transmission, he decided to do a go-around and fly over the airport rather than land. He reported that he and his father had done formation flying, join ups, and flybys previously, and typically his father would break the maneuver off after the join up and low approach. He looked over his shoulder for the join up at his 4- and 7-o'clock positions, and listened for a radio call from his father. The call did not come, and he never saw the YAK. He then heard the accident passenger's father radio him, and realized that something was wrong. He proceeded to the area where the other airplane was circling, and saw a disturbance in the snow. He flew above the other airplane until it departed to land.

An airport resident, who had heard the radio transmissions, went to his window, and was looking for the YAK to fly over. After hearing the conversations, he contacted the pilots in the air and notified the local emergency authorities.

PERSONNEL INFORMATION

AIRCRAFT INFORMATION

METEOROLOGICAL CONDITIONS

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WRECKAGE AND IMPACT INFORMATION

The airport was at the southeast corner of the reservoir, which surrounded the airport on three sides (all but the east side). The accident site was located on flat, featureless, snow-covered terrain about 2 miles northwest of the airport, and near the extended centerline for the final approach to runway 13. The debris field was 578 ft long on a magnetic heading of 122°. The first identified point of contact was a crater, which measured about 15 ft long, 6 ft wide, and 2 ft deep. On the left side of the beginning of the crater was a piece of the left wing-tip and the pitot tube with about 1 ft buried in the soft dirt; a few feet farther into the crater was a piece of the left aileron. At the end of the crater was a separated propeller blade. The left wing fragmented into several pieces, and most of them were in the first half of the debris field. The inverted right wing was about 400 ft into the debris field along the debris path centerline. The main wreckage consisting of the fuselage and empennage was 500 ft into the debris field. The last major component was the separated engine, which was at the end of the debris field.

The airplane was highly fragmented. All control surfaces and major components of the airplane were identified in the debris field. The airplane had flight controls for both the front and rear seat pilots. All identified disconnects in flight control push-pull tubes were angular and jagged; all identified disconnects in flight control cables were splayed.

The propeller was separated from the engine crankshaft along with the crankshaft propeller flange. The spinner was crushed and exhibited thermal damage. Two of the three blades were separated from the propeller hub. The remaining propeller blade was melted outboard of the mid span point. The remaining portion of crankshaft exposed from the front of the engine case exhibited extensive spiral cracking throughout half of its respective circumference.

MEDICAL AND PATHOLOGICAL INFORMATION

The Booneville County Coroner's Office, Idaho Falls, Idaho, completed an autopsy of the pilot, and the cause of death was reported as the effect of blunt force injuries. Examination of the body for natural disease during the autopsy was limited by the severity of the pilot's injuries but identified evidence of severe coronary artery disease with areas of up to 80% stenosis and microscopic evidence of damage to the heart muscle from previous ischemia.

The FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma, performed toxicological testing of specimens from the pilot, which were negative for performance enhancing drugs or alcohol. The laboratory did not perform tests for carbon monoxide or cyanide.

The drug valsartan was detected in liver and kidney.

A review of medical records indicated that the 61-year-old male pilot, who was seated in the front seat, had reported to the FAA that he had high blood pressure, high cholesterol, and a recent diagnosis of diabetes. At time of his last medical exam, on May 24, 2014, he reported using valsartan for blood pressure, ezetimibe and simvastatin in combination as well as fenofibrate for high cholesterol, and metformin for diabetes. None of these medications carry warnings about performance impairment. His treating physician reported excellent control of his diabetes on his treatment regimen with a hemoglobin A1C of 6.6%.

The 17-year-old female passenger, who was seated in the rear seat, had reported no medical conditions and no medications to the FAA during her only medical exam, dated May 21, 2014. No autopsy was performed and no specimens for toxicology analysis were obtained.

ADDITIONAL INFORMATION

The FAA pamphlet "Flying in Flat Light and White Out Conditions" states in part:

Flat light is an optical illusion, also known as "sector or partial white out." It is not as severe as "white out" but the condition causes pilots to lose their depth-of-field and contrast in vision. Flat light conditions are usually accompanied by overcast skies inhibiting any good visual clues. Such conditions can occur anywhere in the world, primarily in snow covered areas but can occur in dust, sand, mud flats, or on glassy water. Flat light can completely obscure features of the terrain, creating an inability to distinguish distances and closure rates. As a result of this reflected light, it can give pilots the illusion of ascending or descending when actually flying level.

Chapter 17 page 10 of the FAA's Pilot's Handbook of Aeronautical Knowledge discusses featureless terrain illusions. It states that an absence of surrounding ground features, as in an overwater approach, over darkened areas, or terrain made featureless by snow, can create an illusion that an aircraft is at a higher altitude than it actually is during a landing approach. This illusion, sometimes referred to as the "black hole approach," causes pilots to fly a lower approach than is desired.

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Accident Rpt# CEN17LA344	09/09/2017 1545 CDT	Regis# N299CA	Prairie Du Chie, WI	Apt: Prairie Du Chien Muni PDC
Acft Mk/Mdl AVIAT AIRCRAFT INC A 1B		Acft SN 2294	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-A1P		Acft TT 5779	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: WILLIAM MCCULLOUGH		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Enroute - Flight control sys malf/fail
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Narrative

On September 9, 2017, about 1545 central daylight time, an Aviat Husky A-1B airplane, N299CA, experienced a flight control failure near Prairie du Chien, Wisconsin. The commercial pilot was not injured and the airplane sustained substantial damage to the left aileron. The airplane was registered to Grandview Photo Inc., and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as an aerial photography flight. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The flight departed Prairie du Chien Municipal Airport (PDC), Prairie du Chien, Wisconsin, flew over northwest Iowa for the aerial photography portion of the flight, and was destined for La Crosse Regional Airport (LSE), La Crosse, Wisconsin.

The pilot reported that he ceased the aerial photography operation about 1500, climbed the airplane to 3,500 ft mean sea level (msl) and proceeded toward LSE. About 1505 he felt "light buffeting" as the airplane rolled left. He attempted to counteract the left roll by inputting right control stick pressure, but the airplane continued to roll left. He input right rudder to stop the left roll and decided to return to PDC, which was about 10 nautical miles southeast. He used the rudder to maneuver the airplane to PDC and landed uneventfully. After parking the airplane, he actuated the control stick left and right several times and the outboard end of the left aileron fell to the ground. The pilot and his mechanic disconnected the inboard aileron connection and removed it for preservation.

The airplane and left aileron have been retained for further examination.

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Accident Rpt# WPR17LA190	08/29/2017 639 MST	Regis# N339Z	Lake Havasu Cit, AZ	Apt: Lake Havasu City HII
Acft Mk/Mdl BEECH M35		Acft SN D-6507	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL IO-470			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: STACKHOUSE J BRENT		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Approach - Loss of engine power (total)

Narrative

On August 29, 2017, about 0639 mountain standard time, a Beechcraft M35, N339Z, was substantially damaged during a forced landing near Lake Havasu City Airport (HII), Lake Havasu City, Arizona. The private pilot/owner received minor injuries. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed.

According to the pilot, he based the airplane in a hangar at Hemet-Ryan Airport (HMT) Hemet, California, and he makes the trip between HMT and HII regularly. The airplane was equipped with six fuel tanks (two each main, auxiliary, and tip). The pilot did not recall his exact departure fuel from HMT, but he conducted the takeoff and climbout, as he always did, on the left main tank. Once at his cruise altitude of 7,500', he switched to the auxiliary tanks, and later, to the right main tank. While in cruise, he also turned on the two pumps to transfer fuel out of the tip tanks. He began his letdown for HII about 30 miles out, and when he had the airport in sight, as was his habit, he switched the fuel selector to the left main tank for the landing. The engine stopped producing power but continued to windmill. The pilot selected the landing gear down, advanced the mixture and propeller controls, and verified that the ignition switch was set to the 'BOTH' position. The engine continued to windmill, but did not start.

The pilot determined that he would not make the runway, and selected an open desert area as his landing location. He switched to the right main fuel tank, but there was no change in the engine; it continued to windmill only. A short time later, the pilot switched back to the left main tank, again to no avail. While on short final to his selected off-airport site, the pilot recognized that the airplane would strike a "gully" that was approximately perpendicular to his direction of travel; he intentionally pulled up/back to overfly the gully, with the knowledge that the airplane would likely stall as a result. The airplane overflew the gully, and came down hard on the nose landing gear. The nose landing gear collapsed, but the airplane slid to an upright stop. The pilot shut down the airplane and exited on his own. First responders arrived on scene shortly thereafter, and the airplane was recovered to a secure facility later that day. The recovery personnel reported that none of the fuel tanks were breached, and that the airplane had about 43 gallons of fuel on board, all of which was contained in the two main tanks. The airplane was retained for detailed examination at a later date.

Federal Aviation Administration (FAA) records indicated that the pilot held a private pilot certificate with an airplane single-engine land rating. The pilot reported that he had about 400 hours total flight experience, including about 125 hours in the accident airplane make and model.

FAA information indicated that the airplane was manufactured in 1960, and was equipped with a Continental Motors IO-470 series engine. The pilot purchased the airplane in September 2016. According to the pilot, the most recent annual inspection was completed in July 2017.

The 0656 automated weather observation from Needles Airport (EED), Needles California, located about 18 miles northwest of HII, included calm winds, visibility 10 miles, few clouds at 10,000 ft, temperature 35 degrees C, dew point 8 degrees C, and an altimeter setting of 29.85 inches of mercury.

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Accident Rpt# WPR17LA197	09/04/2017 1358 PDT	Regis# N75753	Santa Paula, CA	Apt: Santa Paula SZP
Acft Mk/Mdl BOEING A75N1(PT17)-UNDESIGN	Acft SN 75-3521	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Prelim Prob Caus: Pending
		Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: WILLIAMS GARETH D	Opr dba:		Aircraft Fire: NONE	
			AW Cert: STN	

Events

1. Enroute-climb to cruise - Miscellaneous/other

Narrative

On September 4, 2017, about 1358 Pacific daylight time, a Boeing A75N1 airplane, N75753, was substantially damaged when it impacted a dry river bed near Santa Paula Airport (SZT), Santa Paula, California. The commercial pilot and passenger were not injured. The airplane was registered to and operated by a private individual as a personal flight, conducted under the provision of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and a flight plan was not filed for the local flight, which was originating at the time of the accident.

According to the pilot, this was his third consecutive flight that day. After his passenger was secured in the cockpit, the pilot taxied the airplane to runway 22 for departure. The airplane's takeoff roll and departure were uneventful; however, the airplane's climb performance was reduced after the airplane transitioned to its initial climb. As the airplane reached about 250 feet above ground level, the airplane stopped climbing, so the pilot turned the airplane to the left over the downwind leg of the airport traffic pattern. The airplane then began to sink into a dry riverbed. The pilot completed a stabilized approach and landed flat, but during touchdown the airplane contacted thick brush, nosed over, and came to rest inverted.

A witness reported that the airplane began a left turn about 1/8 of a nautical mile from the departure end of runway 22. Simultaneously, the airplane's pitch attitude gradually increased until the left wing suddenly dropped, but the airplane subsequently returned to a standard rate turn configuration. As the airplane rolled out on the downwind leg of the airport traffic pattern, it began to descend in a nose high attitude. The witness reported that he could not hear the engine, but observed the propeller spinning throughout the airplane's descent.

The wreckage has been retained for further examination.

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Accident Rpt# GAA17CA524 09/03/2017 1609 CDT Regis# N52813 Oshkosh, WI Apt: Pioneer WS17
Acft Mk/Mdl BOEING A75N1(PT17)-UNDESIGN Acft SN 75-394 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: WILLIAM D. TISCHER Opr dba: Aircraft Fire: NONE

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Accident Rpt# GAA17CA528	09/09/2017 1415	Regis# N89732	Denver, CO	Apt: Rocky Mountain Metropolitan BJC
Acft Mk/Mdl CESSNA 152-NO SERIES		Acft SN 15282846	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: G&M AIRCRAFT INC		Opr dba:		Aircraft Fire: NONE

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Accident Rpt# GAA17CA499 08/21/2017 1120 CDT Regis# N2486D Rochelle, IL Apt: Rochelle Muni Airport-koritz F RPJ
Acft Mk/Mdl CESSNA 170B-UNDESIGNAT Acft SN 20638 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: ROBERT W. TREPANIER Opr dba: Aircraft Fire: NONE

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Accident Rpt# GAA17CA206	03/23/2017 1530 EDT	Regis# N3947R	Timberlake, NC	Apt: Person County TDF
Acft Mk/Mdl CESSNA 172-H		Acft SN 17255447	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-300-D		Acft TT 2600	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: S&C AVIATION OF NC, LLC		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Loss of control on ground
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Narrative

The solo student pilot reported that, during the landing flare he "felt a big push from behind", which resulted in a propeller strike and substantial damage to the fuselage.

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

A review of recorded data from the automated weather observation station located on the airport reported that, at the time of the accident, the wind was from 190° at 3 knots. The airplane landed on runway 6.

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Accident Rpt# GAA17CA216	04/03/2017 1445 PDT	Regis# N7547G	Twisp, WA	Apt: Twisp Muni 2S0
Acft Mk/Mdl CESSNA 172-L		Acft SN 17259247	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-E2D		Acft TT 5524	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: LOUISE BIGHOUSE		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Landing - Loss of control in flight

Narrative

The pilot reported that, about 50 ft. above the runway, a gust of wind from the south caused the airplane to drift. The pilot added that, she attempted to go-around but was unsuccessful. The right wing impacted the ground and subsequently, the airplane cartwheeled.

The airplane sustained substantial damage to both wings.

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

According to the pilot, the wind about the time of the accident was variable from 6ø to 8ø, wind gusts 10 to 12 knots. The airplane was landing on runway 28.

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Accident Rpt# GAA17CA526 09/10/2017 1426 PDT Regis# N5703A Coolin, ID Apt: Cavanaugh Bay 66S
Acft Mk/Mdl CESSNA 172-UNDESIGNAT Acft SN 28303 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: HOHNER, JACK B. Opr dba: Aircraft Fire: NONE

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Accident Rpt# GAA17CA437	07/24/2017 1030	Regis# N6470E	Powell, WY	Apt: Powell Muni POY
Acft Mk/Mdl CESSNA 172-UNDESIGNAT		Acft SN 46570	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-300 SER			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: OSSIE ABRAMS		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing-flare/touchdown - Miscellaneous/other

Narrative

The flight instructor reported that, during the landing flare about 20 ft. above the runway, the student pilot "froze" at the flight controls. She added that, she told the student pilot, "Add power - too high", but the student did not respond. The student pilot "hung on" to the flight controls, "forcing [the] instructor to push full power and physically [take the] airplane." Subsequently, the airplane landed hard and the left wing impacted the runway.

The airplane sustained substantial damage to the left wing.

The flight instructor 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# CEN15FA378	08/21/2015 730 CST	Regis# N8265B	Martinville, IL	Apt: N/a
Acft Mk/Mdl CESSNA 172-UNDESIGNAT		Acft SN 36065	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR 0-300 SER		Acft TT 3751	Fatal 1 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GOODWIN DAVID S		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Maneuvering - Low altitude operation/event
2. Maneuvering-low-alt flying - Loss of control in flight

Narrative

HISTORY OF FLIGHT

On August 21, 2015, about 0730 central standard time, a Cessna 172 airplane, N8265B, was substantially damaged when it collided with terrain under unknown circumstances near Martinsville, Illinois. The non-certificated pilot, who was the sole occupant and owner of the airplane, sustained fatal injuries. The flight was being conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed throughout the area at the time of the accident, and no flight plan was filed for the personal flight that originated from the Casey Municipal Airport (1H8), Casey, Illinois, about 0700.

There were no witnesses to the accident, and no radio or distress calls were heard from the pilot. There was no available radar information for the flight.

A person who was at 1H8 on the morning of the accident was interviewed. He reported that he saw a grey pickup truck near the center of the taxiway that he usually used. He did not see any aircraft or activity, but he noticed that a hangar door on the south end of the center row of hangars was open. During the investigation, it was determined that the grey truck belonged to the pilot and that the open hangar was the pilot's hangar where he stored the airplane.

The pilot's nephew stated that the pilot would normally fly early in the morning from Casey Airport to check on his fields. The pilot owned property near the accident site, and he liked to fly over the property because of the openness and lack of power lines. She had been in contact with the pilot on the evening before the flight. She also stated that the pilot was taking prescription medications for an ongoing illness. Neither family member knew the reason for the flight; both said that the pilot was preparing to sell the airplane.

PERSONNEL INFORMATION

According to information provided by the FAA, the pilot did not hold a pilot certificate. The records showed that the pilot had been issued a third-class medical/student pilot certificate on March 24, 2003, that expired on March 31, 2005. The flight time reported on his medical certificate application was 80 hours. No recent flight time records or logbooks for the pilot were found. There were no records found of anyone other than the pilot flying the airplane. Based on the airplane's tachometer time, the pilot had flown the accident airplane about 0.8 hours in the previous 4 months.

AIRCRAFT INFORMATION

According to FAA records, the 1957 Cessna 172, powered by a Continental O-300 engine, was last registered by the pilot on April 30, 2015. Review of available logbooks for the airplane indicated that the most recent annual inspection of the airframe and engine was completed on March 11, 2015. No outstanding items or uncorrected defects were noted. At the time of the inspection, the engine time was 832.5 hours since major overhaul, and the airframe total time was 3,750.1 hours. The previous annual inspection was completed in 2006. According to the logbooks, the airplane was flown about 6.3 hours between the 2006 and 2015 annual inspections and 0.8 hours between the last annual inspection and the accident.

During an interview, the certified mechanic who completed the most recent annual inspection stated that he rarely saw the airplane fly over the years but, on a few occasions, saw the airplane returning to the airport in the morning when he reported to work. He stated that he flew with the accident pilot after the 2006 annual inspection was completed and that the pilot asked him to take the left seat but never mentioned that he was a student pilot.

On February 25, 2015, 5.5 gallons of 100LL fuel was added to the airplane and then drained out to flush/clean the fuel systems/tanks during maintenance. On March 11, 2015, 36.1 gallons of 100LL fuel was added to the airplane. The airplane total fuel capacity was 42 gallons with 5 gallons total unusable.

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METEOROLOGICAL INFORMATION

The nearest weather reporting facility was located at the Coles County Memorial Airport, Mattoon, Illinois, about 35 miles west of the accident site. At 0753, the facility reported clear skies, temperature 72øF, dew point 68øF, visibility 10 miles, and altimeter setting 30.12 inches of mercury.

WRECKAGE AND IMPACT INFORMATION

Local authorities found the wreckage in a mature bean field about 11.5 miles southeast of 1H8 the day following the accident.

The initial ground scar and the damaged mature bean crop (3-4-ft tall crop) were consistent with the airplane impacting the flat, soft soil in about a 30ø nose-down attitude. Ground scars were consistent with the airplane skidding forward about 20 ft, bouncing, impacting the ground again, and coming to rest inverted. Two tracks correlating to the dimensions of the left main and nose landing gears, extended about 294 ft on the tops of the soybean crop before the initial ground impact. All ground scars correlated to ground impact with high momentum. The engine, with attached propeller assembly, was found separated from the airframe (except for tachometer cables). The empennage of the airplane was found partially detached from the airframe due to impact forces, except for the rudder and elevator control cables.

Detailed examinations of the airframe and engine were conducted on August 23 and 24, 2015, at the facilities of Casey Municipal Airport.

Cockpit/Cabin/Fuselage

The cockpit roof section was crushed downward into the instrument panel. The engine firewall was crushed aft into the instrument panel. The cockpit floor from the engine firewall aft to the rudder pedals was crushed upward. The throttle, mixture, and carburetor heat knobs were found in the full forward positions. The pilot seat was found locked in the last seat rail hole. The seat rail exhibited no gouge marks forward of the lock hole. The pilot's seat exhibited deformation consistent with impact damage. The airplane was equipped with a 2-point (lap belt) safety restraint system. The lap belt had been cut by first responders. The airspeed indicator needle was found at the 80-mph position.

Aft Fuselage/Empennage

The empennage aft of the rear cabin window was separated, except for the rudder and elevator flight control cables and the elevator trim control cables. The separation exhibited signatures consistent with impact damage. The vertical stabilizer remained partially attached to the empennage. The rudder remained attached to the vertical stabilizer. Both horizontal stabilizers remained attached to the empennage. The right horizontal stabilizer was bent up and aft. The right elevator with attached trim tab remained attached to the right horizontal stabilizer.

Wings

Both wings remained attached to the fuselage. The left wing leading edge, about midsection outboard to the wing tip, exhibited an aft diagonal buckle. The left wing leading edge, about midsection inboard to the wing root, exhibited aft crushing. The right wing leading edge exhibited aft crushing. Both ailerons remained attached to their respective wing attachment points. Both wing flaps remained attached to their respective wing attachment points.

Flight Controls

Flight control cable continuity was confirmed from the cockpit to each flight control surface. All the cable separations exhibited signatures consistent with cable cuts made during airplane retrieval from the accident site. The right aileron push/pull rod was separated, and the separation surfaces exhibited signatures consistent with tension overload and impact forces. The right elevator trim actuator extension was measured to be about 1 and 1/8 inches, which corresponded to about a 5ø trim tab trailing edge down (airplane nose up) deflection. The elevator trim cockpit indicator was impact damaged. The wing flaps were found in the full retracted position. The mechanical flap lever was found in the full retract position/detent.

Fuel

The fuel selector valve handle was found in the "BOTH" position. The fuel selector valve was removed from the airplane, and it was verified that the valve

ported to the wing fuel tank ports. The fuel selector valve was rotated by hand to the left, right, both, and off detents with normal operation. Both wing fuel filler caps were found installed on the airplane. Both fuel caps were removed, and no fuel was noted in the fuel tanks, which were compromised by impact damage. It was noted that the airplane had been resting inverted for about 24-hours after the accident. A smell consistent with aviation gasoline 100LL was evident in each wing fuel tank and at the accident site.

Engine - Continental O-300

Examination of the engine revealed a 3x4 inch hole in the bottom portion of the engine case, behind the throttle body mount, which was separated from the case. The case damage correlated to impact forces. Valve train continuity and engine compression at each cylinder was confirmed by rotating the engine crankshaft propeller flange. All spark plugs were removed and examined. All spark plugs exhibited normal wear according to the Champion Check-A-Plug Card. Both magnetos remained attached to the engine. Both magnetos were removed from the engine and rotated by a battery power screw gun. Spark was noted at all leads on both magnetos.

The engine oil filter screen was removed and was found free of debris. The throttle body/carburetor was separated from the engine and exhibited postimpact damage. The carburetor was disassembled, and the float exhibited no binding. The carburetor float bowl exhibited no scoring marks. The carburetor inlet fuel filter screen was found free of debris.

Propeller - McCauley 1A170/DM

The 2-blade metal propeller assembly remained attached to the engine. Both propeller blades exhibited no significant twisting. One blade was bent aft (toward the non-camber side) about 6 inches from the base. Both blades exhibited chord-wise scratches and were polished on their respective leading edges. Torsional stress signatures were noted behind the engine crankshaft propeller flange, and the propeller flange was canted to the left.

MEDICAL AND PATHOLOGICAL INFORMATION

The 63-year-old male pilot did not have a valid medical certificate at the time of the accident although one was required to fly the airplane involved. He had a history of multiple medical conditions including: metastatic colon cancer treated with chemotherapy, hypothyroidism, high blood pressure, diabetes controlled with oral medications, chronic pain treated with impairing opioid pain medications, and anxiety treated with an impairing benzodiazepine. Examinations within a month of the accident did not identify any significant abnormal neurologic or psychiatric findings.

The autopsy performed by the Terre Haute Indiana Regional Hospital Department of Pathology documented the pilot died from blunt force injuries but did not identify any evidence of metastatic cancer or significant natural disease.

Toxicology testing by the FAA's Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma, found impairing medications alprazolam at 129 ng/ml, codeine at 26.4 ng/ml, diphenhydramine at 159 ng/ml, fentanyl at 3.6 ng/ml, oxycodone at 428 ng/ml and its active metabolite oxymorphone at 19.3 ng/ml and ethanol at 0.047%. Urine was negative for ethanol indicating it was from postmortem production. However, urine was positive for the impairing medications: alprazolam, fentanyl and its metabolite norfentanyl, codeine and its active metabolite morphine, oxycodone and its active metabolite oxymorphone. Additionally, the non-impairing prescription blood pressure medicine metoprolol was detected in liver.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA372	06/20/2017 1415 PDT	Regis# N5424V	El Cajon, CA	Apt: Gillespie Field SEE
Acft Mk/Mdl CESSNA 172RG		Acft SN 172RG0528	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360-A1A6		Acft TT 12652	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: CALIFORNIA FLIGHT ACADEMY		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Landing gear not configured
-

Narrative

The flight instructor reported that, during a stage check for the commercial pilot training course, the private pilot student completed the "G.U.M.P. [gas, undercarriage, mixture, propeller] check" on downwind in the traffic pattern. He added that, before the turn to the base leg, "everything was normal, and the gear was selected down by the student." He added that he observed three green landing gear extended indication lights illuminated. He further added that, after a normal landing touchdown, when the airplane slowed to 40 knots in the ground roll, the right main landing gear collapsed, and the airplane veered off the runway to the right. He reported that he did not visually check the right main landing gear to see if it was extended.

The private pilot reported that, "on downwind we followed the G.U.M.P.S checklist and verified the landing gear was down. My instructor checked the right [main landing gear] and I checked the left [main landing gear]." He added that, on base he "checked the landing lights with green [lights]." He further added that after a normal landing touchdown, the right main landing gear collapsed, and the airplane veered off the runway to the right.

The right elevator sustained substantial damage.

The Federal Aviation Administration Aviation Safety Inspector assigned to the accident performed a functional test of the accident airplane's landing gear system one day after the accident. The inspector observed the landing gear retracting, extending, and locking down into place "several times." He added that during two gear extension cycles, he "simulated an air load on the right main landing gear by pulling back on it as it extended; the gear extended and locked down properly without discrepancies."

According to a commercial pilot witness, while he was driving a car along an airport perimeter road, he had a "head-on-view of the aircraft landing." He added that, he observed a "red and white C172RG" airplane on final approach that "appeared to not have the gear down." He added that, he stopped his car and continued to watch the airplane, and as it passed off to his right, he observed the "front wheel" down and both main landing gear were "hanging." He subsequently observed the airplane touch down on the left main landing gear first, and then skid off the runway to the right.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA532	09/11/2017	2005 CDT	Regis# N34413	Harrisonville, MO	Apt: Lawrence Smith Memorial LRY
Acft Mk/Mdl CESSNA 177-B			Acft SN 17701791	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: FORD, JOHN S.			Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA521 09/04/2017 1600 ADT Regis# N8249V Noatak River, AK Apt: N/a
Acft Mk/Mdl CESSNA 180-H Acft SN 18051751 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: DILLEY, TERRELL P. Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA525	09/04/2017 1000 CDT	Regis# N6849M	Lockwood, MO	Apt: Woodfield Airpark Inc MU27
Acft Mk/Mdl CESSNA 182-P		Acft SN 18263860	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DAVID A. KRAHN		Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA529	09/06/2017 2000	Regis# N735KQ	Fairfield, MT	Apt: Fairfield 5U5
Acft Mk/Mdl CESSNA 182-Q		Acft SN 18265488	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MARTIN TEAGUE		Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA531 09/12/2017 1039 CDT Regis# N9595X Kinsley, TX Apt: Kinsley Muni 33K
Acft Mk/Mdl CESSNA 210-B Acft SN 21057895 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: PRUE, EDMUND B. Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA239	07/11/2017 1110 EDT	Regis# N732FJ	Wilkes-barre/sc, PA	Apt: Wilkes-barre/scranton Intl AVP
Acft Mk/Mdl CESSNA 210L-M		Acft SN 21061478	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO 550 SERIES		Acft TT 6719	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: IRF LLC		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Landing-landing roll - Landing gear collapse

Narrative

On July 11, 2017, about 1110 eastern daylight time, a Cessna 210L, N732FJ, was substantially damaged during a precautionary landing at Wilkes-Barre/Scranton International Airport (AVP), Avoca, Pennsylvania. The commercial pilot and two passengers were not injured. The airplane was registered to and operated by I.R.F. LLC. Visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the personal flight that departed Morristown Municipal Airport (MMU), Morristown, New Jersey, and was conducted under the provisions of 14 Code of Federal Regulations Part 91.

The pilot reported that the flight was a charity flight to pick up a patient at Northeast Philadelphia Airport (PNE), Philadelphia, Pennsylvania. After takeoff from MMU, the pilot placed the gear handle in the UP position; the gear started to retract, but the cycle never completed. He attempted to recycle the gear back into the down position without success. The hydraulic gear pump operated, but the gear did not move. The pilot then attempted to use the manual emergency landing gear hand pump; however, there was no resistance and he thought that there was no hydraulic fluid in the system.

After calling maintenance over the radio and discussing the situation, the pilot and maintenance agreed that there was no hydraulic fluid and no corrective action that could be taken. The pilot then diverted to AVP. While in the airport traffic pattern at AVP, he performed a flyby of the control tower who observed and reported that the gear appeared to be down but not locked. After landing on runway 22, the left main landing gear collapsed; the airplane skidded along the runway on the main landing gear door until it collapsed. The airplane then tilted to the left and skidded to a stop.

A Federal Aviation Administration (FAA) Inspector who responded to the accident site reported that the left stabilizer, left elevator, and left wingtip was substantially damaged.

According to pilot, the airplane's most recent annual inspection was completed on July 19, 2016. At the time of the accident, the airplane had accrued approximately 6,720 hours of total time. The engine had accrued approximately 1,465 hours of operation since major overhaul.

The wreckage was removed and transported to a maintenance facility for further examination a later date.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA364	06/25/2017 1315 PDT	Regis# N4819R	Ukiah, CA	Apt: Ukiah Muni UKI
Acft Mk/Mdl CESSNA 305-A		Acft SN 22280	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL O-470-11B		Acft TT 6109	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SHAFFER, CARL E.		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Landing-flare/touchdown - Loss of control on ground

Narrative

The pilot of the tailwheel equipped airplane reported that, during the three-point touchdown the airplane "immediately veered left" and he applied full right rudder. He added that he subsequently "applied power," but as he did so, the right main landing gear collapsed as the airplane ground looped counter-clockwise on the runway.

The right wing sustained substantial damage.

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

An automated weather observation station, at the accident airport about the time of the accident, reported the wind from 090ø at 5 knots. The pilot reported that the landing was on runway 15.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA298	08/27/2017 1530 EDT	Regis# N1834	Wurtsboro, NY	Apt: Wurtsboro-sullivan County N82
Acft Mk/Mdl CESSNA 305-A		Acft SN 2006	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470 SERIES			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: WACO TRANSPORT BUSINESS TRUST	Opr dba:			Aircraft Fire: NONE
				AW Cert: STU

Events

2. Landing-landing roll - Part(s) separation from AC

Narrative

On August 27, 2017, about 1530 eastern daylight time, a Cessna 305A, N1834, was substantially damaged during the landing roll at Wurtsboro- Sullivan County Airport (N82), Wurtsboro, New York. The commercial pilot sustained minor injuries. The airplane was registered to and operated by a corporation as a 14 Code of Federal Regulations Part 91 glider tow flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed for the local flight.

According to the pilot, he completed five glider tow flights prior to the accident flight. After he landed on a turf runway, during the landing roll, the pilot noticed a "severe vibration." Next, the airplane stopped, nosed over, and came to rest inverted on the turf runway.

An examination of the airplane revealed that the left main landing gear wheel had separated from the axle. In addition, the wings and rudder were substantially damaged.

The left main landing gear wheel assembly was retained for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN17LA340	09/01/2017 1515	Regis# N8957Z	Broomfield, CO	Apt: Rocky Mountain Metropolitan BJC
Acft Mk/Mdl CESSNA 310G-G		Acft SN 310G0057	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR I0-470 SERIES			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name:		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Approach - Miscellaneous/other

Narrative

On September 1, 2017, about 1515 mountain daylight time, a Cessna 310 airplane, N8957Z, sustained substantial fuselage damage during a landing gear collapse during landing on runway 30R at the Rocky Mountain Metropolitan Airport(BJC), near Broomfield, Colorado. The pilot and passenger were not injured. The aircraft was registered to and operated by Zero Energy Aviation, LLC under the provisions of 14 Code of Federal Regulations Part 91 as a training flight. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan. The flight originated from the Boulder Municipal Airport(BDU), Boulder, Colorado, about 1315.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA187	08/24/2017 1400	Regis# N8170M	Salt Lake City, UT		
Acft Mk/Mdl CESSNA 310I-I		Acft SN 310I0170	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR I0-470 SERIES			Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PETER N. MAKREDES		Opr dba:			Aircraft Fire: GRD

Events

2. Initial climb - Loss of engine power (total)

Narrative

On August 24, 2017, about 1400 mountain daylight time, a Cessna 310I, N8170M, experienced power fluctuations from both engines during takeoff from the South Valley Regional Airport (U42), Salt Lake City, Utah. The pilot subsequently made an off-airport landing to an open lot. The airline transport pilot, the sole occupant, sustained minor injuries. The airplane sustained substantial damage. The airplane was registered to Videre Aviation, LLC., and operated by the pilot as a 14 Code of Federal Regulations Part 91 aerial photography flight. Visual meteorological conditions prevailed and no flight plan was filed for the local flight.

The pilot was not available for an interview, however, he had reported to his representative, that during takeoff initial climb from runway 16, the airplane did not accelerate as usual, and insufficient runway remained for landing. The airplane was not able to climb, and both engines had fluctuations in power, RPM and fuel flow. The pilot completed the emergency checklist, and feathered the left propeller due to the yaw of the airplane. Adequate airspeed could not be maintained for continued flight so the pilot initiated a forced landing to an open lot about one mile south of runway 16. During the forced landing, the airplane struck two power poles. A postaccident fire ensued and approximately one acre of the lot was burned.

The wreckage was recovered to a secure location for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA502	08/12/2017	1145 AKD	Regis# N758NY	Halibut Cove, AK	Apt: N/a
Acft Mk/Mdl CESSNA R172K-K			Acft SN R1723240	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Acft TT 5440	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: JAMES HARMON HALL			Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA413	06/15/2017 1100 PDT	Regis# N2537F	Van Nuys, CA	Apt: Van Nuys VNY
Acft Mk/Mdl CHAMPION 7ECA-NO SERIES		Acft SN 159	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-200 SERIES			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DARREN MOHLE		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

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

Narrative

The pilot of the tailwheel-equipped airplane reported that, during the landing roll, the airplane drifted to the right and he corrected with rudder, but then the airplane "started to pull" to the left. He added that his "rudder input failed to stop the plane from continuing to the left", the airplane ground looped to the left, and the right wing tip hit the ground.

The airplane sustained substantial damage to the right wing.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA429	07/23/2017 735 EDT	Regis# N831SR	Edgartown, MA	Apt: Katama Airpark 1B2
Acft Mk/Mdl CIRRUS DESIGN CORP SR22-NO SERIES	Acft SN 22-2444	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO-550-N	Acft TT 2653	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: CORNERSTONE AVIATION	Opr dba: SKYLINE FLIGHT	Aircraft Fire: NONE		AW Cert: STN

Events

1. Takeoff - Birdstrike

Narrative

The pilot reported that, during the takeoff roll, multiple geese flew across the runway. One goose struck the propeller and another struck the windshield. Subsequently, the airplane yawed to the right, into tall grass and the airplane spun 180°, coming to rest with the landing gear sheared off.

The airplane sustained substantial damage to the fuselage and empennage.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN15FA388	08/30/2015 918 CST	Regis# N765CD	Kewanee, IL	Apt: N/a
Acft Mk/Mdl CIRRUS DESIGN CORP SR22-NO SERIES	Acft SN 0065	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR IO-550 SERIES	Acft TT 1635	Fatal 2 Ser Inj 1	Flt Conducted Under: FAR 091	
Opr Name: STEVE MURRAY	Opr dba:		Aircraft Fire: NONE	
			AW Cert: STN	

Events

1. Initial climb - Loss of control in flight

Narrative

HISTORY OF FLIGHT

On August 30, 2015, about 0918 central standard time, a Cirrus SR22 airplane, N765CD, was destroyed when it collided with terrain shortly after takeoff from Kewanee Municipal Airport (EZI), Kewanee, Illinois. The private pilot and one passenger were fatally injured; the second passenger sustained serious injuries. The airplane was privately owned, and the personal flight was operated under the provisions of 14 Code of Federal Regulations Part 91. Instrument meteorological conditions prevailed throughout the area, and an instrument flight rules (IFR) flight plan was filed for the cross-country flight, with an intended destination of Hot Springs, Arkansas.

A family member drove the pilot and passengers to EZI at 0745. During the short drive, the pilot discussed the fact that the airplane's autopilot had stopped working during the flight to EZI a few days before. The pilot thought that this would make the trip a little harder but that it was not a critical system preventing his departure. The pilot said that he initially planned to fly under the clouds then climb above the clouds to his desired cruise altitude of 11,000 ft. Upon arriving at the airport, the pilot decided to delay the flight due to the amount of fog in the area. The pilot and passengers subsequently returned to the airport about 0900 for departure.

There were no witnesses to the accident and no distress calls were broadcast via radio. According to Flight Service, the pilot called before takeoff to file an IFR flight plan. He was given clearance to take off with a void time of ten minutes to activate the flight plan. The airport manager reported that the pilot taxied for takeoff on runway 27; however, the pilot's radio calls indicated that he thought he was using runway 19. After an aborted takeoff, the pilot completed a back-taxi on runway 27, but again his radio calls were for runway 19. The airplane subsequently departed runway 27.

The surviving passenger, who was seated in the left rear seat, stated that the aborted takeoff was due to an open door. After securing the door, the airplane subsequently departed. She stated that when the airplane took off, it went quickly into the clouds. She stated that it did not feel as if the airplane was "going up." She stated that she heard a discussion between the pilot and then passenger seated in the front seat: the front seat passenger had reached for the activation handle for the airframe parachute system, and the pilot stated that the airplane was "too low." She then saw the ground approaching, and the impact occurred.

According to radar data obtained from the Federal Aviation Administration (FAA) Quad City Terminal Radar Approach Control facility, identified targets corresponded with the accident airplane's assigned transponder code. Additionally, five subsequent primary targets were consistent with the track of the accident airplane. There were no other aircraft operating in the immediate vicinity. The radar data corresponding to the airplane's transponder code began at 0914:53 at a Mode C reported altitude of 1,500 ft after the airplane departed EZI. The target continued in a left turn to the west and south and climbed to an altitude of 1,800 ft before beginning a descent to 1,200 ft. That data ended, and the primary radar returns consistent with the accident airplane begin at 0915:37 and continued until the last associated target at 0916:35 and an altitude of 1,600 ft. EZI airport elevation was 858 ft. A flight path superimposed between the primary targets suggested that the pilot made three nearly 360° left turns in close succession before impacting the ground. See figure 1.

PERSONNEL INFORMATION

The pilot held a private pilot certificate with ratings for airplane single-engine land and instrument airplane. His most recent FAA third-class medical certificate was issued on August 14, 2014. Review of the pilot's logbooks indicated a total flight experience of 922 hours of which 37 hours were in the accident airplane make and model. The pilot completed a Cirrus Advanced Transitional Instrument Training Course in May 2015. The pilot had logged 130 hours of actual instrument flight experience and 94.1 hours of simulated instrument experience. In the 90 days before the accident, the pilot logged 3.1 hours simulated

National Transportation Safety Board - Aircraft Accident/Incident Database

instrument experience and 4.8 hours actual instrument experience, all of which were in the accident airplane make and model.

AIRCRAFT INFORMATION

The airplane's most recent annual inspection was completed on March 5, 2015, at a Hobbs meter time of 1,635.1 hours. On June 25, 2015, at a Hobbs time of 1,635.2 hours, a new Engine Data Management System was installed. The aircraft logbook included an entry stating that the Cirrus Airframe Parachute System (CAPS) was replaced on October 4, 2011, at a Hobbs time of 1,134.2 hours. At the time of the accident, the Hobbs time was 1,734.8 hours.

The co-owner of the airplane reported that he had flown the airplane 9 days before the accident. He reported that there were no problems with the aileron trim or the autopilot. He flew using GPS navigation and with the autopilot engaged for the entire flight. The 5.4-hour flight had 3 occupants onboard with 50 pounds of baggage. He also stated that he had talked to the accident pilot the morning before the accident. The pilot told him that the autopilot would hold altitude, but it would not hold the horizontal situation indicator (HSI) heading bug or the GPS. The pilot also told him that the trim on the sidestick was not working and that he could hold straight and level flight with a bit of right aileron. The co-owner and pilot agreed to have the trim looked at upon his return flight.

A family member reported that he and the pilot had flown the airplane on a local flight from EZI for about 15-20 minutes on the morning before the accident. He reported that the flight was normal and that they did not experience any problems.

METEOROLOGICAL INFORMATION

First responders reported foggy conditions and low cloud ceilings about the time of the accident.

EZI listed no official weather reporting capability; however, an unofficial weather station was collocated at EZI and reported the following conditions at 0910: wind from 090° at 1 knot, temperature 18.9°C, dew point 18°C, relative humidity 99%, altimeter 30.11 inches of mercury (Hg). Visibility and sky conditions were not reported.

The closest reporting station to the accident site was from Galesburg Municipal Airport (GBG), Galesburg, Illinois, located 28 miles southwest of the accident site at an elevation of 764 ft. The airport had an Automated Weather Observation System (AWOS), which issued observations every 20 minutes. The 0915 observation included: calm wind, visibility 1 miles in mist, ceiling overcast at 200 ft, temperature and dew point 19°C, altimeter 30.09 inches of Hg.

A review of the observations for the day indicated that IFR conditions were reported as early as 2215 the previous evening, with low ceilings and visibility in fog and mist continuing through the time of the accident, and clearing by 1115. A weather study was completed by a NTSB staff meteorologist and is referenced in the public docket to this report.

WRECKAGE AND IMPACT INFORMATION

Examinations of the airframe and engine were accomplished at the accident site and a secured hangar located at the Kewanee Airport.

The accident occurred in a planted soybean field, about 1.5 miles west of the Kewanee airport. The airplane impacted terrain in an approximate 45° nose-down, right-wing-low attitude on a heading of about 130-140°. The debris field extended to the east about 260 ft from the initial point of impact on a headings from 080 to 110°. The main wreckage came to rest on a heading about 190°.

An examination of the ground impact scars and debris path showed that the tip of the right wing struck the ground at the western end of the debris field. The scar from the right wing tip was the initial point of impact. Propeller cuts, dirt clumps, and an impact depression were noted in the soft soil about 38 to 45 ft from the initial impact point. The separated propeller was located at 55 ft, and the right cabin door was located at 65 ft. The tip of the right wing and aileron were at 67 ft. The upper engine cowling was at 72 ft and the lower engine cowling was at 78 ft. The CAPS enclosure cover was at 75 ft. The left cabin door was at 120 ft, the main wreckage was at 160 ft, and the engine was at 185 ft. The parachute was stretched out on a heading of 110° to about 240 ft. The CAPS D-Bag and rocket motor were at 260 ft.

Fuselage

The fuselage was mostly destroyed by impact forces. The lower forward fuselage was crushed up and aft. The firewall was separated from the fuselage and the upper engine cowling was separated from the fuselage. The right forward corner of the upper engine cowling was crushed aft about 25°. The lower left and right engine cowlings were fractured into several pieces. The forward fuselage was fractured and crushed aft. The spar cover was separated from the fuselage. Both front seats remained attached to the spar cover. The rear section of the cabin floor was separated from the fuselage and the rear seats remained attached to it.

Wing

The wing was mostly destroyed by impact forces, and the wing spar was fractured in multiple places. All upper and lower wing skins were separated from the wing spar. The left and right flaps were separated from the wing. The right aileron was separated from the wing, and the left aileron remained attached to the wing. Aileron control cable continuity was confirmed. The roll trim motor shaft was found fractured. The fractured end of the roll trim motor shaft remained attached to the roll trim cartridge. The roll trim cartridge remained attached to the left aileron actuation pulley. Two rub marks were located adjacent to the roll trim motor mounting location. One rub mark was on the roll trim motor access panel, and one rub mark was on the lower wing skin. It could not be determined when the rub marks occurred. The flap actuator was separated from the flap torque tube. The flap actuator shaft was located in a position extending approximately 2 inches, consistent with a "Flaps 50" position.

Empennage/Stabilizers

The empennage was separated from the fuselage about 1 ft forward of the leading edge of the horizontal stabilizer. The rudder remained attached to the vertical stabilizer and rudder control cable continuity was confirmed. The right elevator remained attached to the horizontal stabilizer and the right elevator tip exhibited impact damage. The left elevator remained attached to the horizontal stabilizer and the left elevator tip was separated from the elevator. Elevator control cable continuity was confirmed. The pitch trim motor was in an approximate neutral position.

Landing Gear

The nose landing gear assembly was buckled aft under the engine. The nose landing gear upper weldment remained attached to the engine mount. The nose landing gear leg, tire and wheel assembly was separated from the nose landing gear upper weldment. Both the left and right main landing gear assemblies exhibited impact damage. Both main landing gear assemblies remained attached to the wing.

Doors

The right and left cabin doors were separated from the fuselage. Both door's upper and lower pins exhibited impact damage. The baggage door remained attached to the fuselage.

Cockpit

The instrument panel exhibited impact damage and was separated into two sections. The center console exhibited impact damage. The center console was equipped with a Garmin GMA 340 Nav/Com, dual Garmin GNS 430's, S-TEC 55X autopilot, and a Garmin GTX 327 transponder. The ignition key remained in the ignition switch and the ignition switch was in the "Both" position. The bolster panel in front of the left crew seat was modified with a JPI Engine Data Management System. The instrument panel in front of the right crew seat was modified to accept a Garmin GPS map 696, which was installed.

The following settings, indications and switch positions were noted:

- Hobbs meter indicated 1,734.8 hours.
- Altimeter's Kollsman window indicated a setting of 30.01.
- Flap switch was in the flaps "100" position.
- GPS #2 circuit breaker was in the "open" position.
- Encoder/transponder circuit breaker was in the open position.
- MFD circuit breaker was "zip-tied" in the "open" position.
- Strobe and landing light switches were in the "on" position.
- Strobe lights circuit breaker was in the "open" position.

- Battery #2 circuit breaker was in the open position.
- Battery #1, Alternator #1 and Alternator #2 master switches were in the "on" position.

Seats and Restraints

Both front seats remained attached to the spar cover. First responders cut the left seat belt webbing to aid in the extraction of the left seat occupant. The separated left seat belt remained buckled together. The right seat belt was found unbuckled. The right seat belt webbing exhibited load damage. The right seat belt webbing was torn and partially pulled through the load bar. The left rear seat belt remained buckled together. The left rear seat belt webbing exhibited load damage and was crushed and gathered against the load bar.

Cirrus Airframe Parachute System (CAPS)

The forward section of the roof and the windscreen were separated from the fuselage. Impact damage was noted on the roof structure directly above and adjacent to the mounting location of the CAPS activation handle and holder. The CAPS activation handle was found out of the activation handle holder. The activation handle holder bracket was bent aft. Impact damage was noted on the activation handle and on the exposed activation cable. The CAPS safety pin was located on the ground under the main wreckage.

The CAPS was found deployed and the CAPS rocket motor propellant was expended. The CAPS rocket motor, rocket lanyards, incremental bridle, D-Bag, suspension lines, riser, rear harnesses and both front harnesses had been extracted from the airplane. The rear harness remained snubbed. Both reefing line cutters remained in place and both had been activated. The parachute was separated from the D-Bag and was found stretched out from the main wreckage on a heading about 110°. The slider was at the base of the canopy. Packing folds were present on the canopy.

The rocket motor, lanyards, incremental bridle and D-Bag were located approximately 20 ft beyond the end the parachute. The CAPS launch tube, rocket igniter, exhaust shield, and base remained attached to the bulkhead. The retention straps for the D-Bag remained in the enclosure compartment. The CAPS access panel (#CB7) exhibited impact transfer marks from the left front harness 3-point link. The CAPS enclosure cover was located approximately 20 ft south of the debris path at a point about 75 ft from the right wing tip ground scar. An impact transfer mark, consistent in size and dimension with the top of the CAPS rocket motor, was noted on the inside surface of the cover, on the "strike plate."

On-site observations of the CAPS system showed that the system was not activated in flight. All evidence correlated to a CAPS deployment as the result of impact forces.

Engine

The crankshaft propeller flange was fractured and remained attached to the propeller hub. All of the cylinders remained attached to the crankcase and exhibited impact damage. All damage observed was consistent with impact. The fractured crankshaft propeller flange and radii exhibited 45° shear lips and spiral cracking. The exhaust and induction systems exhibited impact damage.

Both magnetos remained attached to the engine. Rotation of the engine by hand through the accessory drive produced impulse coupling engagement from both magnetos. The magnetos produced spark on the top spark plug leads for cylinder Nos. 2, 4, 5 and 6. The ignition harness was severed at the magneto due to impact damage, which contributed to the lack of spark from the top leads of cylinder Nos. 1 and 3. The ignition harness exhibited impact and thermal damage, and some leads were found cut and severed. The top spark plugs exhibited light- and dark-colored combustion deposits and the electrodes exhibited normal wear. The bottom spark plugs were inspected using a lighted borescope and exhibited normal operating signatures.

The fuel pump remained attached to the engine and was removed. The drive coupling was intact and the pump turned freely by hand. The mixture control arm moved freely by hand from stop to stop. The fuel pump was disassembled with no anomalies noted. The fuel manifold valve was removed from the engine and disassembled. The screen was free of debris. A small amount of fuel was observed in the manifold valve cavity. The diaphragm and plunger were intact and the retaining nut was tight. The fuel injector lines exhibited impact damage. The fuel injector nozzles from all cylinders except cylinder No. 2 were removed and free of obstructions. The No. 1 cylinder fuel nozzle was slightly bent. The fuel nozzle for cylinder No. 2 could not be removed due to impact damage.

The throttle body remained attached to the engine and exhibited impact damage. The control arm moved freely by hand from stop to stop.

The oil sump was crushed upward into the crankcase and breached. The oil pump was disassembled and the drive and driven gears showed no anomalies and were coated with oil. The oil pump cavity contained oil and exhibited no hard particle passage. The oil cooler remained attached to the engine and exhibited impact damage.

The cylinders exhibited impact damage to their respective fins and some valve covers. The top spark plugs were removed and the cylinders were examined with a lighted borescope. The combustion chambers contained light-colored combustion deposits. The engine was rotated by hand through the accessory drive, and thumb compression was obtained on all cylinders except cylinder No. 1. A second borescope inspection of cylinder No. 1 revealed dirt and debris from impact located around the exhaust valve seat, preventing full closure of the exhaust valve. The engine was rotated again and proper operation of the No. 1 cylinder valve was visually observed with the borescope. The starter was found in the debris field, fractured and free of the starter adaptor.

Propeller Assembly

The three-blade propeller was separated from the engine and located in the wreckage debris field. The spinner exhibited rotational crushing. Two blades were relatively straight and displayed chordwise scratching. The third blade was bent aft approximately midway from the hub to the tip and exhibited chordwise scratches and nicks in the leading edge. Several propeller slash marks were noted in the debris field. The propeller governor remained attached and was removed for inspection. The control arm moved freely by hand from stop to stop. The drive rotated freely by hand and oil discharged from the governor. The governor's gasket screen was free of debris.

MEDICAL AND PATHOLOGICAL INFORMATION

The Henry County Coroner Office, Cambridge, Illinois, performed an autopsy of the pilot. The cause of death was listed as "Multiple Blunt Injuries."

Toxicological testing on specimens of the pilot was performed by the FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma. Testing for carbon monoxide, ethanol, and drugs were all negative.

TESTS AND RESEARCH

Recorded Data

The airplane was equipped with a Garmin 696 GPS MAP and a JPI EDM 900 Engine Monitoring System. The Garmin 696 was impact damaged and no data was extracted.

The JPI EDM 900 was viable and data were downloaded. The data extracted included 71 logs from June 26, 2015 through August 30, 2015. The log for the accident flight began at 09:12:38 CDT and ended at 09:14:43 CDT. Additionally, data from four previous flights were reviewed. All recorded logs showed normal engine operation.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA507	08/24/2017	745 PDT	Regis# N599CC	Hillsboro, OR	Apt: Stark's Twin Oaks Airpark 7S3		
Acft Mk/Mdl CUB CRAFTERS INC CC11	100-NO SERIES	Acft SN CC11-00091	Acft Dmg: SUBSTANTIAL	Fatal 0	Ser Inj 0	Rpt Status: Prelim	Prob Caus: Pending
Opr Name: TWIN OAKS AIRPARK INC	Opr dba:					Flt Conducted Under: FAR 091	Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA516 09/02/2017 940 MST Regis# N910XD Goodyear, AZ Apt: Phoenix Goodyear GYR
Acft Mk/Mdl DIAMOND AIRCRAFT IND GMBH DA 40 Acft SN 40.N303 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: CTC AVIATION LEASING (US) INC Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# CEN17LA327	08/21/2017 1845	Regis# N117BE	Erie, CO	Apt: Erie Muni EIK
Acft Mk/Mdl GREENE R/GREENE S RANS S 17-NO	Acft SN 1202040	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim	Prob Caus: Pending
Eng Mk/Mdl ROTAX 447		Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PRIVATE INDIVIDUAL	Opr dba:			Aircraft Fire: NONE

Events

1. Takeoff - Unknown or undetermined

Narrative

On August 21, 2017, about 1845 mountain daylight time, a Rans S-17 airplane, N117BE, impacted the runway at the Erie Municipal Airport (KEIK), Erie, Colorado. The uncertificated pilot sustained minor injuries and the airplane was substantially damaged. The airplane was registered to and operated by private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The local flight was originating at the time of the accident.

According to information provided by the pilot, while departing on runway 15, the engine did not seem to be producing full power. The airplane then settled back to the runway, ground looped, and nosed over.

The airplane was retained for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17FA299	08/29/2017 1957 CDT	Regis# N8866L	Portland, TN	Apt: Portland Muni 1M5
Acft Mk/Mdl GRUMMAN AA1-B		Acft SN AA1B0666	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-A2B		Acft TT 1786	Fatal 2 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: MCKISSACK HAROLD R		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Approach - Loss of engine power (total)

Narrative

On August 29, 2017 about 1957 central daylight time, a Grumman AA-1B, N8866L, was substantially damaged when it impacted trees and terrain while on approach to the Portland Municipal Airport (1M5), Portland, Tennessee. The private pilot and passenger were fatally injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight that departed Lebanon Municipal Airport (M54), Lebanon, Tennessee about 1940. The airplane was owned and operated by the private pilot as a personal flight in accordance with the provisions of 14 Code of Federal Regulations Part 91.

Several witnesses stated they saw the airplane on approach coming in low, contact some tree tops and impact the ground.

The debris path was approximately 200 ft long from initial tree impact to the main wreckage on a heading of 060ø magnetic. The accident site was about 2,500 ft from the runway threshold and 200 ft to the left of centerline. The airplane contacted tree tops about 60 ft above the ground. It then traveled approximately 225 ft, and impacted terrain. The right wing separated and came to rest beside the main wreckage. A ground scar consistent with the engine and propeller was observed about 85 ft from the initial tree strike. The airplane cartwheeled and came to rest upright on the landing gear, on a heading of 240ø magnetic. Flight control continuity was established to all flight controls.

According to Federal Aviation Administration (FAA) records, the pilot held a private pilot certificate with a rating for airplane single-engine land. He held an FAA third-class medical certificate, issued September 23, 2015. At the time of the medical examination the pilot reported 450 total hours of flight experience.

According to the aircraft log book, the last annual inspection was performed on November 11, 2016. At that time, the airframe had accumulated a total time of 1744.5 hours, and the engine total time was 2722.5 hours, with 522.5 hours since overhaul. The airplane was issued an airworthiness certificate on October 20, 1976. The airplane was powered by a Lycoming O-320-A2B, 150 horsepower engine and driving a two-bladed Sensenich propeller. At the time of the accident, the recorded tachometer time was 1786.4.

The airplane was retained for further inve

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA427	07/21/2017 1220 CDT	Regis# N342BA	Deatsville, AL	Apt: Wetumpka Muni 08A
Acft Mk/Mdl LET L23-SUPER BLAN		Acft SN 998418	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
		Acft TT 1008	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: CIVIL AIR PATROL		Opr dba:		Aircraft Fire: NONE
				AW Cert: STU

Events

1. Enroute-descent - Loss of lift
-

Narrative

The Chief of Safety for the operator reported that, the student pilot was on a solo flight, and on the return leg to the airport, the student pilot noticed that he "seemed to be sinking quickly." While talking with his instructor over the radio and scanning for an open field, he decided to land on a street in a nearby neighborhood. While on approach, the glider struck tree tops and then a powerline. Subsequently, the glider rolled to the right and the right wing struck the ground. The glider came to rest on the right side of the fuselage and the student pilot exited the glider.

The glider sustained substantial damage to both wings and fuselage.

The Chief of Safety reported that there were no preaccident mechanical failures or malfunctions with the glider that would have precluded normal operation.

The automated weather observation system about 8 nautical miles from the accident site reported, about the time of the accident, wind calm, temperature 91°F, dew point 75°F, and barometric 30.04" Hg.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA522	09/06/2017 1230 CDT	Regis# N1590K	Westminster, TX	Apt: Baylie 66XS
Acft Mk/Mdl LUSCOMBE 8-A		Acft SN 4317	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: GARY HAASS		Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA535	09/09/2017 1640 EDT	Regis# N1161Z	Whitesburg, GA	Apt: Lyons Landing 5GA2
Acft Mk/Mdl MOONEY M20J		Acft SN 24-1356	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SOUTHPOINT AVIATION LLC		Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA527	09/06/2017	1100 AKD	Regis# N4088M	Kotzebue, AK	Apt: N/a
Acft Mk/Mdl PIPER PA 12-NO SERIES			Acft SN 12-3003S	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: ALBERTS AIR ALASKA LLC			Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA511	08/26/2017	1500 AKD	Regis# N3233M	Gulkana, AK	Apt: N/a
Acft Mk/Mdl PIPER PA 12-NO SERIES			Acft SN 12-2027	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
				Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 135
Opr Name: TERENCE S. VALENTINE			Opr dba:		Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA425	07/18/2017 900 EDT	Regis# N786BG	Bowling Green, OH	Apt: Wood County 1G0
Acft Mk/Mdl PIPER PA28R-201		Acft SN 2844126	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-360-C1C6		Acft TT 4761	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: BOWLING GREEN FLIGHT CENTER LLC	Opr dba:			Aircraft Fire: NONE
				AW Cert: STN

Events

1. Landing - Landing gear not configured
-

Narrative

The pilot of the retractable gear airplane reported that, during a simulated engine out landing with a flight instructor, they forgot to extend the landing gear. Subsequently, the airplane landed with the gear retracted.

The airplane sustained substantial damage to the fuselage.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA422	07/15/2017 1600 CDT	Regis# N31841	Marion, IA	Apt: Marion C17
Acft Mk/Mdl PIPER PA32-300		Acft SN 32-7840149	Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540-K1G5		Acft TT 3255	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ON THE BEAM LLC		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

3. Landing - Loss of control on ground

Narrative

The pilot reported that, after a normal touchdown, the nose of the airplane dropped, and he added power. Subsequently, the airplane bounced, exited the runway to the right, and came to rest nose down.

The airplane sustained substantial damage to the firewall and engine mounts.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA311	09/03/2017 908 EDT	Regis# N544DG	Merritt Island, FL	Apt: Merritt Island Airport KCOI
Acft Mk/Mdl PIPER PA32R-300		Acft SN 32R-7780440	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540		Acft TT 1897	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: STEVEN GRIFFITH		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Takeoff - Loss of lift

Narrative

On September 3, 2017, about 0908 eastern daylight time, a Piper PA-32R-300, N544DG, operated by the private pilot, was substantially damaged when it collided with water during takeoff at Merritt Island Airport (KCOF), Merritt Island, Florida. The private pilot and three passengers were not injured. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and a visual flight rules flight plan was filed for the planned flight to Marsh Harbour International Airport (MYAM), Marsh Harbour, Bahamas.

The pilot reported that prior to the flight, he fueled the airplane to a total of 80 gallons of 100-low-lead aviation gasoline. He then completed a preflight inspection of the airplane and engine run-up prior to takeoff, with no anomalies noted. The pilot added that although the automated surface observation system reported the wind from 350° at 5 knots, the wind was light and variable at the time of the accident. Additionally, an airplane was in the airport traffic pattern and using runway 11, so the pilot elected to depart in that direction. The pilot further stated that he extended the flaps "two notches" and rotated the airplane at 80 knots, about two-thirds down the 3,601-foot asphalt runway.

The pilot also reported that as the airplane climbed above 20 ft, it experienced a decrease of engine power prior to the landing gear being retracted. The airplane was unable to climb without entering a stall. It then drifted left of runway heading and landed in shallow water about 1,000 ft from the departure end of the runway.

The recorded weather at an airport located about 8 miles southeast of the accident site, at 0853, was: wind from 330° at 6 knots; visibility 10 miles; few clouds at 6,500 ft; temperature 26° C; dew point 24° C; altimeter 30.09 inches of mercury.

The airplane was retained for further examination.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA409	07/12/2017	1930 CDT	Regis# N108SR	Spicewood, TX	Apt: N/a
Acft Mk/Mdl PROGRESSIVE AERODYNE INC SEAREY	Acft SN 1002			Acft Dmg: SUBSTANTIAL	Rpt Status: Factual Prob Caus: Pending
Eng Mk/Mdl ROTAX 914	Acft TT 170			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: BLUE SKIES & CALM WATERS LLC	Opr dba:				Aircraft Fire: NONE
					AW Cert: STN

Events

1. Landing - Landing gear not configured
-

Narrative

The pilot of an amphibious float-equipped airplane reported that he had failed to retract the landing gear before landing on water. The fuselage sustained substantial damage.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR17LA188	08/25/2017 1900 PDT	Regis# N61NM	El Dorado Hills, CA	Apt: N/a
Acft Mk/Mdl ROBINSON HELICOPTER COMPANY R44	Acft SN 11019	Acft Dmg: SUBSTANTIAL	Fatal 0	Prob Caus: Pending
Eng Mk/Mdl LYCOMING IO-540		Ser Inj 0	Fit Conducted Under: FAR 091	
Opr Name: ANDREW MATISCHAK	Opr dba:		Aircraft Fire: NONE	
			AW Cert: STN	

Events

1. Maneuvering-low-alt flying - Loss of engine power (partial)
-

Narrative

On August 25, 2017, about 1900 Pacific daylight time, a Robinson R-44 Raven II, N61NM, was substantially damaged when it encountered a dynamic rollover during a forced landing attempt in Eldorado Hills, California. The commercial pilot and passenger received minor injuries. The helicopter was registered to A M Helicopter Services, LLC and operated by a private individual as a personal flight, which was conducted under the provision of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and a flight plan was not filed for the local flight that departed Auburn Municipal Airport (AUN), Auburn, CA at 1830.

According to the accident pilot and his passenger, who was an airframe and powerplant mechanic, the purpose of the accident flight was to complete a functional flight of the helicopter as it had recently been leased by a flight school. Prior to departure, the pilot flew the helicopter once in the airport traffic pattern and then taxied to the fuel isle. After adding 20 gallons of 100 low lead aviation grade gasoline, the pilot and his passenger departed on the accident flight. They flew around a soccer field so the passenger could take photographs and then flew to a nearby lake where they completed an autorotation. During the end of the maneuver, as they approached the ground both the pilot and passenger heard the low rotor rpm horn, which was accompanied by its corresponding annunciator light. The rotor rpm increased after the pilot added power. They subsequently flew to a friend's house and approached the property from the north. The pilot decelerated and transitioned into an in-ground effect hover over his friend's backyard, but the downwash started to blow debris into the pool. Although his friend was signaling the pilot to land on a concrete block adjacent to the pool, the pilot elected to find another landing zone. He backed the helicopter up over a solar panel array at a lower terrain elevation, but the main rotor rpm started to decay and the low rotor rpm horn engaged. The pilot applied full power, which increased the manifold pressure to 28 in Hg and placed the rotor rpm at approximately 96%; however, the helicopter started to descend, so the pilot lowered the collective, which returned the rotor rpm to the normal range. He then completed a pedal turn and rotated the helicopter about 360° to look for a more suitable landing site, but the helicopter started sinking again. The pilot informed his passenger that he was going to set the helicopter down on the solar panel array. As the left skid impacted a solar panel, the passenger exited the left side of the helicopter and ran to the east. Almost simultaneously, the helicopter ascended about 20 feet and then began to sink again, but as it descended the helicopter followed the passenger to a grass area. The helicopter's right skid impacted the grass followed by the left skid and the helicopter rollover onto its left side.

In a subsequent interview, the passenger stated that he did not hear an engine or rotor harmonic during the dynamic rollover.

A postaccident examination of the helicopter by the Federal Aviation Administration and NTSB revealed substantial damage to the main rotor blades and cockpit. Mechanical continuity was confirmed from the cyclic to the swash plate, the collective to the main rotor blades, and from the rudder to the tail rotor.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA368 06/22/2017 1300 PDT Regis# N21TH Bishop, CA Apt: N/a
Acft Mk/Mdl SCHEMPP-HIRTH DISCUS 2B-NO SERIES Acft SN 91 Acft Dmg: SUBSTANTIAL Rpt Status: Factual Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: BAY AREA SOARING ASSOCIATES INC. Opr dba: Aircraft Fire: NONE
AW Cert: SPE

Events

3. Maneuvering - Loss of control in flight

Narrative

The pilot of the glider reported that, while circling over rising mountainous terrain in search of thermals, he approached a "ridge right in front of me [him]." He added that, at that moment, "the [flight] controls went soft [and] I [he] could see that I [he] was [aerodynamically] stalled and plummeting toward the terrain and trees below." He further added that, he "pointed the [glider's] nose down at a steep angle" to gain airspeed, but the glider impacted trees and steep terrain.

The fuselage and both wings sustained substantial damage.

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

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17FA317	09/08/2017 1300 EDT	Regis# N204HF	Medford, NJ	Apt: Flying W N14
Acft Mk/Mdl SCHWEIZER 269C-1		Acft SN 0109	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl LYCOMING HIO-360-C1A		Acft TT 7899	Fatal 2 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: HELICOPTER FLIGHT SERVICES		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

2. Autorotation - Hard landing

Narrative

On September 8, 2017, about 1300 eastern daylight time, a Schweizer 269C-1 helicopter, N204HF, operated by Helicopter Flight Services, was substantially damaged during collision with terrain while performing a forced landing to Runway 01 at Flying W Airport (N14), Medford, New Jersey. The commercial pilot and passenger were fatally injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight which was conducted under the provisions of 14 Code of Federal Regulations Part 91.

According to the chief flight instructor for the operator, the purpose of the flight was to provide an orientation/pleasure flight to the passenger who was scheduled to perform in a concert on the airport later that evening.

Several minutes after takeoff, the pilot reported over the airport UNICOM frequency that he was unable to control engine rpm with throttle inputs. He reported he could "roll" the twist-grip, but that there was no corresponding change in engine rpm when he did so.

The company flight instructor and another certificated helicopter flight instructor were monitoring the frequency and engaged the pilot in conversation about potential courses of action to affect the subsequent landing. Options discussed included a shallow approach to a run-on landing, or a power-off, autorotational descent to landing. The pilot elected to stop the engine and perform an autorotation, which was a familiar procedure he had performed numerous times in the past. Prior to entering the autorotation, the pilot was advised to initiate the maneuver over the runway.

The company flight instructor reported that the helicopter entered the autorotation about 950 ft above ground level, and that the helicopter was quiet during its descent "because the engine was off." During the descent, the rotor rpm decayed to the point where the instructor could see the individual rotor blades. The helicopter descended from view prior to reaching the runway threshold and the sounds of impact were heard. Both instructors reported that a high-pitched "whine" could be heard from the helicopter during the latter portion of the descent.

A video forwarded by local police showed the helicopter south of the runway as it entered what appeared to be a descent profile consistent with an autorotation. Toward the end of the video, the descent profile became more vertical and the rate of descent increased before the helicopter descended out of view. No sound could be heard from the helicopter.

The pilot held commercial and instructor pilot certificates, each with ratings for rotorcraft-helicopter and instrument helicopter. His most recent Federal Aviation Administration (FAA) second-class medical certificate was issued April 12, 2017.

Excerpts of the pilot's logbook revealed he had logged 480.9 total hours of flight experience. It was estimated that he had accrued over 300 total hours of flight experience in the accident helicopter make and model. The last entry logged was for 1.2 hours in the accident helicopter on the day of the accident.

The company training records indicated the pilot had received the training required by the operator for employment as a flight instructor, and his last airman competency check was completed satisfactorily on April 19, 2017 in the accident helicopter.

According to FAA records, the helicopter was manufactured in 2000 and had accrued approximately 7,900 total aircraft hours. Its most recent 100-hour inspection was completed August 17, 2017 at 7,884 total aircraft hours.

At 1254, the weather recorded at South Jersey Regional Airport (VAY), 2 miles west of N14, included clear skies and wind from 260ø at 13 knots gusting to 18 knots. The temperature was 21øC, and the dew point was 9øC. The altimeter setting was 30.13 inches of mercury.

The wreckage was examined at the accident site, and all major components were accounted for at the scene. The initial ground scar was about 10 ft prior to

the main wreckage, which was about 220 ft prior to the threshold of runway 01 and aligned with the runway.

The cockpit was significantly deformed by impact damage, and the tailboom was separated at the fuselage. The engine and main transmission remained mounted in the airframe, and all main rotor blades were secured in their respective grips, which remained attached to the main rotor head and mast. The pitch-change link for the yellow rotor blade was fractured, with fracture signatures consistent with overstress. Each of the three blades was bent significantly at its respective blade root. The blades showed little to no damage along their respective spans toward the blade tips, which was consistent with low rotor rpm at ground contact.

Flight control continuity was established from the individual flight controls, through breaks, to the main rotor head and tail rotor. Drivetrain continuity was also established to the main and tail rotors.

The engine was rotated by hand at the cooling fan, and continuity was confirmed from the powertrain through the valvetrain, to the accessory section. Compression was confirmed on all cylinders using the thumb method. The magnetos were removed, actuated with a drill, and spark was produced at all terminal leads. Borescope examination of each cylinder revealed signatures consistent with normal wear, with no anomalies noted.

The carburetor was separated from the engine, displayed impact damage, and was found near the initial ground scar. The throttle and mixture arms were actuated by hand and moved smoothly through their respective ranges. The filter screen was removed, and was absent of debris. The carburetor contained fuel which appeared absent of water and debris.

The collective control and jackshaft assembly as well as the associated throttle cable, push-pull tube, and bellcrank assemblies were retained for further examination at the NTSB Materials Laboratory.

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# GAA17CA523 09/07/2017 1800 CDT Regis# N95356 Redgranite, WI Apt: Buzzards Roost 1WI7
Acft Mk/Mdl TAYLORCRAFT BC12-D Acft SN 9756 Acft Dmg: SUBSTANTIAL Rpt Status: Prelim Prob Caus: Pending
Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091
Opr Name: MERRICK, SHANE R. Opr dba: Aircraft Fire: NONE

National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# ERA17LA253	07/03/2017 1630 EDT	Regis# N134Q	Brunswick, GA	Apt: Mckinnon St Simons Island SSI
Acft Mk/Mdl WACO UPF 7-NO SERIES		Acft SN 5484	Acft Dmg: SUBSTANTIAL	Rpt Status: Prelim Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR W670 SERIES		Acft TT 35	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: ULRICH PHILIP J		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

Events

1. Taxi-to runway - Landing gear collapse
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Narrative

On July 03, 2017, about 1630 eastern daylight time, a Waco UPF 7, N134Q, experienced a landing gear strut brace collapse while taxiing at the McKinnon St Simons Island Airport (SSI), Brunswick, Georgia. The commercial pilot and two passengers were not injured. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the local flight.

According to the pilot, while taxiing for takeoff the landing gear strut brace failed at the fuselage attachment point. The airplane came to a complete stop on the taxiway and the pilot exited the airplane. He inspected the airplane and noted that the right outboard wing was buckled. The pilot jacked up the airplane repaired the strut brace and towed the airplane back to the hangar.

Examination by a Federal Aviation administration (FAA) inspector revealed that the outboard section of the lower right wing was buckled. Examination of the landing gear strut brace revealed that it broke at the fuselage attachment point. Further examination revealed a newly welded strut repair that the pilot performed to remove the airplane of the taxiway. No other anomalies were noted during the FAA examination.