

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 12:52 PM	DATE 06/09/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Ryan Frank/ Instructor/ [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N2681D Accident			
DIGEST			
2020-6-9/1252/Spoke to the flight instructor of N2681D he stated that he had been involved			
in an aircraft accident that there were no injuries, gave the N number of the aircraft as			
well as the student pilot's name and his contact information.			
2020-6-10/1030/Spoke with flight instructor regarding the accident involving N2681D, CFI			
stated that he and the student pilot flew to Brainard, MN (KBRD) and completed some landing			
and taxi back's then proceeded to fly back to Aitkin (KAIT)during the return trip the CFI			
stated that he and the pilot decided to practice crosswind landings, they were lined up on			
the runway and proceeded to land when they touched down the plane bounced the CFI told the			
pilot to add power, the plane bounced again and the CFI took over the controls, was unable			
to correct the aircraft travel off from the runway and they struck the perimeter fencing			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
IIC will take corrective action			
DATE 06/15/2020	TITLE ASI	SIGNATURE Edward Charles Martin	
		Digitally signed by Edward Charles Martin Date: 2020.06.15 14:09:14 -05'00'	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 12:30 PM	DATE 06/10/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Kenneth Mehr / [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N2681D Accident			
DIGEST 2020-6-10/1230/Spoke to the student pilot regarding the accident the occurred on June 9, 2020 at the Aitkin, MN Municipal Airport. The student pilot stated that he was not sure what happened he thought they were lined up on the runway and when they touched down things went wrong, they bounced and after the second bounce the instructor took control, full power was added after the first bounce but the pilot stated they felt like they were behind the power curve. With the help of visual aides the student pilot was shown what the investigation revealed about the landing. The maintenance logs for the aircraft were review it was noted that no pitot/ static (CFR §91.411) had been completed within the last two years, the student pilot/ owner stated that he was not aware of the requirement and thought his mechanic should have noticed that. It was also noted that the transponder was not signed off as being checked (CFR §91.413). It was explained to the owner that the maintenance for his aircraft is his responsibility. No Airworthiness Directive list was found in the aircraft logs either (CFR §91.417(a)(1)(v)).			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/11/2020	TITLE ASI	SIGNATURE Edward Charles Martin <small>Digitally signed by Edward Charles Martin Date: 2020.06.11 09:06:03 -05'00'</small>	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:00 AM	DATE 06/10/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Edward Martin/ Inspector Statement		ROUTING	
		SYMBOL	INITIALS
SUBJECT N2681D On-Site Accident Investigation			
DIGEST 2020-6-10/1000/Arrived at the scene of the aircraft accident in Aitkin, MN at 1000 meet with the student pilot briefly to go over our plans which include inspecting the accident site first then conducting the interviews with the pilot and CFI, as we prepared to leave the office area the CFI arrived and again we discussed our intention to examine the accident site then proceed with the interviews with the student pilot and the CFI. We proceeded to the aircraft which was located on the north side of runway 8/26 2066 Feet from the threshold end of runway 8, 250 feet from the center line of the runway, GPS coordinates 46°32'47" N 93°40'39" W in direct contact with the perimeter fence. Found right wing in contact with the ground the first 1 foot of the tip was bent, approximately 4 feet from the end of the right wing tip there was impact damage from one of the five post impacted, Wing tip light lens was found two feet forward of the right wing tip, right wing inboard end displayed wrinkling, right main landing gear was broken off, Left wing sustained 3 impacts from fence posts, wing skin shows wrinkling aft of the leading edge skin indicating the wing spar is distorted/ twisted at the impact locations. Flaps were set to 20° "continued on next page"			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/11/2020	TITLE ASI	SIGNATURE Edward Charles Martin <small>Digitally signed by Edward Charles Martin Date: 2020.06.11 08:03:53 -05'00'</small>	

Continued"

Engine cowl damaged engine mount is bent on the left outboard support tube, Engine oil was present on the measure stick and looked clean. Oil filter oil changed 9/18/2019 at tach time of 929 hours, current tach time is 937.8 hours. Propeller has multiple gouges on it indicating impact with the fence, one blade is half buried in the ground and was not viewed. Aircraft controls all set to the off position, fuel selector was set to off, key switch was set to off and keys were removed prior to the investigators arrival. Airworthiness Certificate and Federal Registration were found on the aircraft and were up to date/current. The flap control was pulled up to the 20° setting, when the control column was pulled aft there was a slight turn to the right (the control column moved to the right) the result of a bend in the the control column attachment shaft. Flight control continuity was confirmed, ailerons movement was in the correct direction. All damage to the aircraft is believed to be post impact with the perimeter fence.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 12:28 PM	DATE 06/09/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
RYAN FRANK/(PIC)/CFI-ATP# [REDACTED] / [REDACTED] / [REDACTED]		SYMBOL	INITIALS
KEN MEHR/(SP)STUD PILOT# [REDACTED] / [REDACTED] / [REDACTED]			
OFFICER DREW BOLDT-AITKIN SHERIFF'S OFFICE			
WITNESS- WARREN/PILOT, SEAN/MECHANIC///PETE DUNN; [REDACTED] APT SERVICE			
SUBJECT			
2020-06-09 N2681 DEPARTED LEFT SIDE OF GRASS RUNWAY 08 AT KAIT AND FLEW			
INTO THE PERIMETER DEER FENCE			
DIGEST			
6/9 1300L CRASH NOTIFICATION, NO INJURIES. LEO BOLDT SENT PICTURES, FORWARDED TO NTSB C.H.			
6/10 1030L ASI OPS/AW ARRIVED ON SCENE KAIT. PICTURES TAKEN AROUND AIRCRAFT. RUNWAY 08			
WALKED BACK TO APPROACH END. LANDING SCARS AND TRACKS TO IMPACT POINT WERE DISCOVERED,			
FOLLOWED AND DOCUMENTED. PILOT INTERVIEWS CONDUCTED SEPARATELY.			
RYAN FRANK/PIC/CFI; THIS WAS THE FIRST FLIGHT WITH THIS STUDENT. THE PIC KNEW THIS STUDENT			
HAD BEEN FLYING WITH ANOTHER CFI AND THEY HAD DISCUSSED THIS OVER THE PHONE PRIOR. PIC DID			
NOT FEEL ANY PRESSURE FOR THIS FLIGHT, IN FACT, THE TWO OF THEM HAD BEEN SCHEDULED BEFORE			
AND CANCELLED. THE PIC DROVE ABOUT AN HOUR, MET WITH THE SP FOR ABOUT 5 MINUTES AND THEY			
WALKED TO FLY. TOOK OFF FROM RWY 08 GRASS NO ISSUES. FLEW TO BRAINERD/BRD WHERE THE CFI			
DEMO'D TWO LANDINGS, AND THEN HAD THE SP DO 5 LANDINGS. LANDINGS WERE CONDUCTED TO RWY 19			
GRASS AND WINDS WERE OUT OF THE SOUTH. ALL FULL STOPS AND TAXI BACKS. THE PIC REPORTS THE			
SP HAD NO ISSUES, IN FACT THE PIC WAS COMFORTABLE TO THE POINT THAT HE SHOWED ME HOW HIS			
HANDS STAYED ON HIS THIGHS AND HE NEVER MOVED THEM. DURING THE 21 NM RETURN FLIGHT THE			
CREW DID SLOW FLIGHT, THE PIC GOT AWOS VIA BLUE TOOTH PHONE CALL, XWIND WAS RIGHT TO LEFT			
AT 7 KTS. THE PIC WAS IN THE RIGHT SEAT.CONTINUED....			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	
		[REDACTED]	

DIGEST (CONT)

...CONT...

DUE TO THE RTB DIRECTION, THE AIRCRAFT SET UP FOR A 45 TO STRAIGHT IN FOR KAIT RWY 08 GRASS. THE SP WAS USING THE CRAB TECHNIQUE FOR THE XWIND. PIC SAID LINE UP WAS NICE, CRAB CAME OUT AT THE BOTTOM, THOUGHT THEY WERE LINED UP ON RWY CENTER. AIRCRAFT HIT HARD, SEEMED TO BOUNCE, PIC CALLED GO AROUND MAX POWER. THE SP WAS STILL AT THE CONTROLS AND ADDED MAX POWER, NOSE YAWED LEFT, AT THE NEXT BOUNCE THE PIC DID NOT TOUCH THE POWER, BUT GRABBED THE CONTROL WHEEL WITH BOTH HANDS AND BEGAN FLYING. HE SAW THE FENCE COMING AND KNEW THEY WERE GOING TO HIT IT. THE IMPACT WAS FAST AND THE PLANE CAME TO REST WITH EVERYTHING SHUT DOWN. PIC SECURED MIXTURE, ELECTRIC AND ASKED THE SP IF HE WAS OK. BOTH PILOTS EGRESSED FROM THE RIGHT DOOR. WHEN THE PIC WAS ASKED IF IN HINDSIGHT WOULD HE CONSIDER PULLING THE POWER OFF? HE RESPONDED THAT HE WOULD BE CONCERNED THE PLANE WOULD FLIP OVER AND CAUSE DAMAGE IF HE DID THAT. HE DID NOT HAVE THOUGHTS ON THE TOPIC OF WOULD HE DO ANYTHING DIFFERENT IF HE COULD GO BACK. AS HE NOTED CROSSWIND LANDINGS ARE ON THE EXAM. THE PIC WAS SURPRISED THAT THEIR FIRST TOUCHDOWN WAS NOT ON CENTERLINE. --FAA POINTED OUT, BUT WAS NOT LIMITED TO THE FOLLOWING; THAT PERHAPS IN THE FUTURE YOU MAY WANT TO BE CAUTIOUS ABOUT BRIEFING MANEUVERS LIKE CROSSWIND LANDINGS ON THE FLY, BE VERY AWARE OF YOUR POWER THE ENVIRONMENT/HEAT IS ONE THING, BUT YOU ALSO FLY CRJ 900S MAKE SURE YOU SHIFT GEARS OUT OF THAT MODE AS POWER MARGIN DIFFERENCE IS HUGE, AND FLYING WITH AN SP FOR THE FIRST TIME, YOU MAY WANT TO CONSIDER THAT YOUR CIRCLE OF PAIN/OR CIRCLE OF TRUST IS A LITTLE TIGHTER ON THE CONTROLS.

KEN MEHR/STUDENT PILOT/AIRCRAFT OWNER; THIS WAS THE FIRST TIME FLYING WITH THIS INSTRUCTOR, MY OTHER ONE TOOK A FULL TIME JOB AND LEFT. TOOK OFF OUT OF HERE RWY 08 GOING TO BRAINERD PLAN WAS FOR THE INSTRUCTOR TO GIVE ME A SIGN OFF SO I COULD PERFORM FLIGHT OPS AT KBRD. DID ABOUT 5 LANDINGS FULL STOPS OVER THERE, IT WAS GOING GOOD. ON THE WAY BACK PRACTICED SOME SLOW FLIGHT AND DID A STALL. BECAUSE OF OUR POSITION WE PLANNED A STRAIGHT IN FOR RWY 08. HAD THE CRAB IN ALONG FINAL FOR THE RIGHT TO LEFT CROSSWIND, I DON'T REMEMBER ANY GUSTY ISSUES ALONG FINAL. EVERYTHING IS LOOKING GOOD, TOOK OUT THE CRAB, I THINK I'M ON THE CENTER OF THE RUNWAY, WHEN IT HITS KINDA HARD AND BOUNCES, THE INSTRUCTOR CALLS FOR MAX POWER SO I GIVE IT MAX POWER. WE BOUNCED AGAIN MAYBE A TOTAL OF 2-3 TIMES AND THE INSTRUCTOR TOOK THE CONTROLS. JUST BEFORE THE FENCE WE STARTED FLYING AND I THOUGHT WE HAD IT, THEN IT JUST KIND OF STALLED AND SETTLED INTO THE FENCE. AT THE GO-AROUND WHEN YOU ADDED POWER DID YOU DO ANYTHING ELSE WITH THE CONTROLS? ...AAAAH WHAT DO YOU MEAN? HOW ABOUT RUDDER? THE SP STRUGGLED FOR A BIT WITH ADDING THE POWER AND WHICH RUDDER HE WOULD NEED, THE GO-AROUND PROCEDURE WAS NOT A FLUID MANEUVER FOR HIM.

WITNESS 1/WARREN PILOT; JUST OUTSIDE FBO BUILDING THOUGHT IT WAS HIS CLIENT SO WATCHING THE PLANE AND WAITING WHEN HE HEARD THE RADIO CALL HE HAD STEPPED OUTSIDE. HE WAS LOOKING AT THE WIND SOCK WATCHING IT FILL FULL AND GO UP AND DOWN THINKING IT WAS 8-10 KTS WITH GUSTS TO 15 AND WONDERING WHY THIS PLANE WOULD NOT LAND ON THE NORTH/SOUTH PAVED RWY INTO THE WIND. FROM HIS ANGLE HE DID NOT SEE THE FIRST TOUCHDOWN ON THE RUNWAY. HE WAS LOOKING ACROSS THE RUNWAY AT THE PLANE, HE STATED HE COULD SEE THE TOP OF THE RIGHT WING, HE THOUGHT IT HIT THE GROUND AS THE PLANE APPEARED RIGHT WING DOWN. THEN HE WATCHED IT GO INTO THE FENCE. WITNESS 2/SEAN NONFLYER; WAS IN THE SAME PARKING LOT A LITTLE SOUTH, WITHIN SPEAKING DISTANCE OF WARREN. HE CONCURRED WITH WARREN'S STATEMENT. THEN WE SPOKE TO BOTH OF THEM ABOUT THE TERRAIN AND HOW LOOKING ACROSS THE RUNWAY THE PLANE WAS DOWN IN THE DITCH/LOWER LEVEL THAN RUNWAY- ON THE OTHER SIDE. SEAN SAID YEAH THAT WOULD BE CORRECT AND WHY IT WAS LOOKING LIKE THE LOWER RIGHT WING WAS HITTING THE GROUND. WARREN CONCURRED. ...CONTINUED ON DOCUMENT 2 OF 2

