

2019-11-23/N28037/8Y6
CLEAR LAKE, MN





N

RESTING POINT,
200FT FROM INITIAL
IMPACT



FIRST IMPACT ON TOP OF
WEST CONE, 500FT, APPROX.
5 SECONDS FROM THE TREES.



INTENDED PT LANDING,
20FT WIDE PAVEMENT, NO LIGHTS



INSIDE THIS TURN
PILOT HEAD DOWN
ADJUSTING, PROPS
MIXTURES

50-75 FT TREES, PIC'S LANDING LIGHTS SHINE
HALF WAY DOWN TREES, PIC SEES IMPACT, TWO HANDS
ON YOKE, PULLED HARD AFT, CLEARED TREES, NEXT
RECALL IS IMPACT WITH GROUND.

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SCENARIO: PILOT IS OUT DOING PRACTICE FLIGHT SOLO. HOME BASE IS ST. CLOUD (STC). FLEW FULL STOP TO MAPLE LAKE MUNI (MGG) FOR A FULL STOP AND FUEL. THIS AIRPORT IS 14 MILES SOUTH OF MISHAP AIRPORT. ESTIMATED LANDING TIME AT MAPLE LAKE 1630 (SUNSET) OR EARLIER, SO DAYLIGHT. FROM PIC TIME OF MISHAP 1730, 1 HOUR AFTER SUNSET AND “VERY DARK”.

- PILOT BOUGHT THIS PLANE FEB 2019, 5 HRS IN THE LAST 90 DAYS, 300 HR TT, BUT NO FLIGHTS 2010-2019
- MINIMAL RECENCY, 5 HOURS SPREAD OVER SEPX3, OCTX4, NOVX2, MANY FLIGHTS SHORT LIKE .3 KSTC PATTERN
- DARK NIGHT, NON-INSTRUMENT TRAINED PILOT
- MESSING WITH MIXTURES AND PROPS, HEAD DOWN INSIDE, 180/ABEAM TURN, EVEN INSIDE 90
- AIRNAV/AIRPORT DIRECTORY DOES NOT MENTION ANY LIGHTS AT FIELD
- NOSE HIGH PULL, GOT SLOW, SINK RATE INCREASED, NO VISUAL REFERENCE INTO BLACK HOLE FOR IMPACT
- ASI PILOT WHO HAS BEEN THERE SAYS HARD FIELD TO FIND IN THE DAY, CAN’T IMAGINE GOING IN THERE AT NIGHT

OUTCOME:

- NO INJURY TO PIC, SHUT PLANE DOWN STEPPED OUT AND WALKED AWAY TO FIND FBO OWNER
- SUBSTANTIAL DAMAGE TO AIRFRAME
- CLASSIFIED AS ACCIDENT



STRUCTURAL DAMAGE TO UNDERSIDE OF AIRFRAME



NOSE GEAR SMASHED BACK UP
INTO FIRE WALL.