

RESET Form

PILOT / OPERATOR OCCURRENCE REPORT FORM

Claim #:

1. LOCATION OF ACCIDENT, DATE AND TIME

Reported on: 01-13-2015

City (nearest) and State	Date of Accident	Time
Deland, FL	01-12-2015	15:45
Airport Identifier and Name (If accident occurred on approach to, takeoff from or at an airport)	Runway: Mag Direction / Length	Runway: Surface and Condition
KDED Deland Municipal	30 / 6,001	Asphalt And Flooded.

2. AIRCRAFT

Year	1970	Make	Piper	Model	PA28R-200	Reg. #	N5033P				
Tach Reading	1045.4	Hobbs Reading	2633.7	AFTT	7261.8	Time Since Last Insp.	45.1	Date of Last Insp.	12-2014	Type of Inspection	ANNUAL
Engine Make	Lycoming	Model	I0360-C1C6	Serial #(s)	28R-35762						
Eng. Total Time	5655.4	Eng. Time Since Overhaul	3469.3	Engine TBO Limit	2000	Date of Last Insp.	12-12-2014	Type of Inspection	ANNUAL		
Registered Owner	Skyline Solutions Inc.				Contact						
Street Address:					Office Phone #		Cell Phone #				
City	Daytona Beach		State	FL	Zip Code	32114-5646		Email			

PLEASE DESCRIBE THE DAMAGE TO THE AIRCRAFT

Structural Damage to both wings

Present Location of Aircraft

Estimated Repair Costs

KDED

\$ 25,000.00

3. PILOT INFORMATION

Name <u>Alex Greg Zolotarevsky</u>		Age <u>27</u>	Profession <u>Master's Student</u>		
Street Address: <u>[REDACTED]</u>		Office Phone # <u>[REDACTED]</u>	Cell Phone <u>[REDACTED]</u>		
City <u>Daytona Beach</u>	State <u>FL</u>	Zip Code <u>32114</u>	Email <u>[REDACTED]</u>		
Pilot Certificate # <u>3711374</u>		Type Ratings: <u>Private Pilot w/ Instrument Training</u>			
☐ Student ☒ Private ☐ Commercial ☐ ATP ☐ Flight Instructor ☐ Lighter than air		☐ Airplane ☐ Single Engine ☐ Multi Engine ☐ Land ☒ Instrument ☐ Rotorcraft		☐ Sea ☐ Gyroplane Medical Certificate Date <u>09/25/2014</u> Examiner <u>Robert W. Knaale</u> Medical Certificate Limitations: <u>NONE</u>	
		CLASS ☒ I ☐ II ☐ III		B.F.R. / Equivalent Date <u>11-18-2013</u>	
Pilot Time - Hours Flown (If applicable)	Last 90 Days	Total Time	Pilot Time - Hours Flown (If applicable)	Last 90 Days	Total Time
Pilot In Command	<u>34</u>	<u>184.2</u>	Helicopter	<u>0</u>	<u>0</u>
Turbo Prop	<u>0</u>	<u>0</u>	Jet	<u>0</u>	<u>0</u>
This Make & Model	<u>11.7</u>	<u>62.7</u>	Aerial Application	<u>0</u>	<u>0</u>
Multi-Engine	<u>0</u>	<u>0</u>	Night	<u>12.1</u>	<u>53.3</u>
Retractable Gear	<u>11.7</u>	<u>62.7</u>	Instrument - Actual	<u>0</u>	<u>7.1</u>
Tailwheel	<u>0</u>	<u>0</u>	Instrument - Simulated	<u>0</u>	<u>69.2</u>

4. DESCRIPTION OF ACCIDENT

Describe the event and the circumstances leading to the occurrence and the nature of the accident. Include a sketch if you desire. Attach extra sheets if more space is needed. If on a cross country flight, please state the point and time of departure and the intended destination

On my way back from New Smyrna Beach (KCVB), weather changed from VFR to IFR @ the destination. IFR clearance was picked up with Daytona Approach, while on the instrument approach, the pilot, solo, encountered actual IFR conditions, with heavy to extreme precipitation and clouds. The aircraft was uncontrollable with respect to maintaining airspeed and altitude due to strong wind gusts + updrafts & downdrafts inside the thunderstorm. Above the airport, the pilot could see the airfield in sight, IFR clearance was cancelled. An attempt to ^{visual} landing was made. During the first attempt,

5. WEATHER CONDITIONS

Ceiling <u>600'</u>	☐ Clear	☐ Sleet
Visibility <u>1/2 NM</u>	☒ Cloudy	☐ Hail
Wind <u>wind shear</u>	☒ Rain	☐ Light Fog
	☐ Snow	☐ Heavy Fog

6. TYPE OF OPERATION

Operate d Under FAR Part: <u>61</u>	☐ VFR	☒ IFR	☒ Day	☐ Night
Commercial	☐ Scheduled	☐ Charter	☐ Aerial Application	
Private	☒ Pleasure	☐ Business		
Instructional	☐ Dual	☒ Solo	☐ Cross Country	

During the first attempt to a landing, on runway 30, strong winds gust were encountered from the side, as well as strong tailwinds. At the time of the first landing attempt, there was a wall cloud surrounding the airport, with the aircraft being under the lower weather with extreme precipitation. The runway surface was flooded with water. The airspeed needle on short final for runway 30, continued to fluctuate, gear was lowered & flaps were extended. About 1/2 mile, 200 feet altitude from the runway, the pilot noticed strong crosswinds. On the runway, at the point of flare, a strong wind shear - an updraft, combined by a strong downdraft of wind, forced the aircraft hard into the runway surface, after which the airplane lifted off the ground. Pitch was raised, along with application of full power. A go-around was executed immediately to prevent further damage. Upon the go-around the pilot circled the airport for the next available runway. Doing attempts at landings two more times have failed, with the aircraft never touching the ground. The fourth attempt to a landing was successful, with the aircraft settling & slowing down and landing on runway 5, with still quite a strong tailwind. After the landing, the aircraft was parked, the pilot inspected the aircraft to the best of his ability. The pilot, upon immediately entering the Rentor's, Deland Aviation, doors reported the incident, and the hard landing.

P.S. flight conditions into the airport, during the approach were extreme: Airspeed, altitude and heading was next to impossible to control. The pilot was bouncing around in the seat in attempt to hold the yoke, keep the plane level. Extreme turbulence was encountered.