NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASIC INFORMATION								
Accident/Incident Location	Accident/Incident Date/Time							
Nearest City/Place Baldwin	CityPlace Baldwin State WI				1.0	cal Time	14:00	
ZIP 54002 Country USA	mm d	dim						
Latitude 44.59'51" N Longnude 92	. 19'44"W				11	me Zone _	Central	-Ar discourse
(Enter in decimal degrees or degrees minutes	econdsi		Collision with	Other Air	craft: C) Midair	OOn-grou	nd None
AIRCRAFT INFORMATION					ji j			
Registration Number: N7581F			□ IFR-Equi □ Commerc	ial Space Fli				
Manufacturer: Cessna			Unmanne					
Model: 208B			Maximum G	-				
Serial Number: 208B0389			Weight at Tir			,		
Year of Manufacture: 1994			Number of Se					
Amateur-Built: OYes #Yes OKivPlans N ONo OOriginal Desig		irenor-yan ballibrenzenbeir e waxandibibi submananalabiliara	Cahin Crew Sea		-	Passenge	r Seats 18	
			Number of E	ngines: 1				
Category of Aircraft OAmplane OBalloon OBlimp/Drigible OGhder OGyroplane OHelicopter OPowered Lift ORockel OUnknown Category of Airworthiness Of (Check all that apply) Standard Specia Normal Aerobatic Limi ORother Commuter Specia Prov Commuter Specia Limi Ocommuter Specia Commuter Specia Limi Ocommuter Specia Commuter Speci	☐ Frieyele ☐ Amphibia ☐ Emergene ☐ Float ☐ Hull	Call apply) O Reciprocating O Liquid Rock					I Rocket rid Rocket e nown	
Engine Engine Manufacturer Engine Model/Series		nufacturer's ial Number	of Mfg.	Rated Power O Horsep	ower or	Total Time (hours)		Since: Overhaul (hours)
ling 1 Honeywell TPE 331-12	JR-70171	123146				2376	1	NIA
Eng 2								
Fig. 3							-	
Eng 4	Propeller 1	OFixed P	it els	L			Circuit Direct	
Last Inspection Type ©100-Hour OContinuous Airworthmess OAAIP OConditional Inspection OAnnual OUnknown	OControl	lable Pitch Adjustable	Prope Manu Mode	facturer _	00	Fixed Pitch Controllable Ground Adju	stable	
Date Last Inspection: 07/20/2016	- <u>8912 - 596</u> ed: 0 Yes O		Marina de Caracterios Com		ipment (Check all tha	u apply)	
Airframe Total Time: 10.66° hts hours measured at (Select one) QLast Inspection O fine of Accident/Incident Type of Maintenance Program (Select one) O Annual O Conditional (Amateur-built only) Manufacturer's Inspection Program O Other Approved Inspection Program (AAIP) O Continuous Airworthness O Other, specify: Description of Fire Extinguishing System None O Specify:	Model or Part TSO No.: OC OC Was ELT still Was ELT still Did ELT Activ If activated:		ADS-B Airframe Parachute Angle of Attack Indicator Attack Indicator Attopilot Data Recorder Electronic Flight Bag or Handheld Device Electronic Multifunction Display Electronic Primary Flight Display Electronic Primary Flight Display Handheld GPS Heads Up Display Onboard Weather Satellite Tracking Device Stall Warning System Video Recording Device Other, Specify:			rvice		

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Registered Aircrast Owner		City: Carson City				
Name: Desert Sand Awaya	H Leasing Co. Tric	State: NV ZIP:				
Fractional Ownership Aircraft: O Yes X	•	Country: 12 S A				
Operator of Aircraft	egistered Owner	Same Address as Registered Owner				
Name: Skydive Tw	in Cities	City: Baldwin				
		State: WI ZIP:				
Air Carrier/Operator Designator (4 Charac	ter Code);	Country: USA				
Operating Certificates Held (Check all that apply)	Regulation Flight Conducted U	nder Revenue Operation for FAR 121, 125, 129, 135 (Select one for each group)				
☑None ☐Flag Carrier Operating Certificate (FAR 121) ☐Supplemental ☐Air Cargo	OFAR 91 OFAR 129 OFAR 103 OFAR 103 OFAR 133 OFAR 121 OFAR 135 OFAR 125 OFAR 137 OFAR 125 OFAR 137 OFAR 125 OFAR 137 OFAR	431 Non-Scheduled or Air Taxi International 435				
☐Foreign Air Carriers (FAR 129) ☐Rotorcraft External Load (FAR 133)	OFAR 91 Special Flight	O Passenger O Cargo				
Commuter Air Carrier (FAR 135)	ONon-US, Commercial	O Mail Contract Only				
On-Demand Air Taxi (FAR 135) Commercial Air Tour (FAR 136)	ONon-US, Non-commercial	Purpose of Flight for FAR 91, 103, 133, 137				
☐Agricultural Aircraft (FAR 137)	OPublic Aircraft (Select one)	(Select one)				
☐ Pilot School (FAR 141) ☐ Certificate of Authorization or Waiver (COA	O Armed Forces O Federal	O Acrial Application OFirefighting O Unknown				
☐ Commercial Space Transportation	O State	O Aerial Observation OFlight Test O Air Drop OGlider Tow				
Experimental Permit Commercial Space Transportation License	O Local	O Air Race/Show OInstructional				
Other Operator of Large Aircraft	OUnknown	OBusiness OPersonal				
		O Executive/Corporate O Positioning O External Load Syskydiving				
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Revenue Sightseeing Flight	Air Medical Flight	О Гету				
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OYes 18 No	OYes ANO	OFeny				
Ove DNo	OYes 20 No					
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OYES No AIRPORTS NEORT AT ON IEEE IT Airport Name: Baldwin Airport Identifier: W114 Proximity to Airport: OOff Airport/Airsts	OYes & No	Distance From Airport Center:sm Direction From Airport:degrees true Airport Elevation: 1105ft. msi				
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OYES No Altreord Neme: Baldwin Airport Identifier: Wi14 Proximity to Airport: OOff Airport/Airsts Runway Information Runway ID: 18 (L/R/C) Length: 1	O Yes & No an anodid and which dains a cocurrence from a series ip On Airport/Airstrip ON/A 950 R Width: 120 R	Distance From Airport Center:sm Direction From Airport:degrees true Airport Elevation: 1105ft. msi Condition of Runway/Landing Surface (Check all that apply) DrySnow-CompactedWater-Culm HolesSnow-CrustedWater-Choppy				
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Airport Name: Baldwin Airport Identifier: Wi14 Proximity to Airport: Off Airport/Airst Runway Information Runway ID: 18 (L/R/C) Length: 1 Runway/Landing Surface (Check all that Asphalt Gravel Met Dirt Concrete Gravel Met Dirt Concrete Gravel Met Dirt Concrete Gravel Met Concrete Gravel Concrete Gravel Met Concrete Gravel Concrete Concret	O Yes 20 No The ancident vincident occurrent on a significant occurrent on a significant occurrent on a significant occurrent of a significant occurrent oc	Distance From Airport Center:sm Direction From Airport:degrees true Airport Elevation: 1105ft msl Condition of Runway/Landing Surface (Check all that apply) Dry				
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"FLIGHT CREWMEN	WBER 1" INFO	ORMATIC	N							
"Flight Crewmember 1" R © Pilot O Co-Pilot	O Student Pilot	O Flight In		ident Check Pilot	OTheh	t Engineer	O Other 11	ight Crew		
"Flight Crewmember I" w	as pilot flying	Yes No	()							
"Flight Crewmember 1" I	dentification									
First Name: Joshua				(ity of Res	sidence:				
Middle Initial: W				S	tate: MN		7.1	P: 55378		
Last Name: Ring					ountry:					
-	of Accident/Incide	nt:	Date of B		COMORD Y.		m dd 1777			
Sign in time	. (Colocile incloci		rtificate Num	***************************************						
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Degree of Injury O None O Fatal	@ i.eft	O Front	Olinknow					1	muatable K	estraints
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Pilot Certificate(s) (Check	all that apply)				O 3-poin		O3-point		Not Dep	
		ommercial	US Mil		O 4-poin		O 4-point O 5-point	- The state of the	☐ Deploye	
☐ Private ☐ Recro	The state of the s	Airline Transpo Hight Engineer		1	O Unkm		O-Unknown			
Principal Occupation	Medical Certific	ate		Med	dical Cer	tificate Va	lidity		Date of Las	t Medical
⊙ Pilot		Class 3				itations/wair		known		
O Other	⊙ Class 1 C	Driver's Licen	ise (Sport Pilot			ions/waiver	ON	1	06/17/201	
O Unknown		Unknown		1 08	special Issu	ance	The second section of the second second sections of the second section sections of the section section section s		mm au is	3.1
Medical Certificate Limit:	itions									
None										
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Medical Certificate Specia	il issuance									
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				and the second distance of						
Date of Last Flight Review	/	Flight	Review Airc	raft						
or Equivalent, Including FAR 121/135 Checks:	06/16/2015	Make:	Beechcraft			operation to read of the same of the same				Manuscriptons.
PAR IZITISS CHEEKS.	mnr dd yyyy	Model:	Baron (BES	55)			and the same with the same of			
Airplane Rating(s)	Other Aircraf	Rating(s)	Instrume	ent Rating(s)	Instructo	r Rating(s)		V	
(Check all that apply)	(Check all that a	pply)	(Check all	that apply)		Wheek all	that apply)			
□ None	☑ None		☐ None			✓ None			Instrument /	
 ☑ Single-Engine Land ☑ Single-Engine Sea 	☐ Airship ☐ Balloon		☐ Airplar ☐ Helien				e Single-Engine e Multi-Engine		Instrument l	felicopter
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Flight Time (Enter appropri	202	The Male	Airplane	Airplane		Inst	rument			1.ighter
number of hours in each box)	All Aircraft	A Model	Single Engine	Multiengine	Night	Actual	Simulated	Rotorcraft	Glider	Than Air
Total Time	1,012	301	983	20	31	4	60	0	0	0
Pilot in Command (PIC)	958	301	955	4	24	1	44	0	0	0
Time as Instructor	0	0	0	0	0	0	0	0	0	0
This Make/Model					1	0	0			
Last 90 Days	215	211	215	0	1	0	0	0	0	0
Last 30 Days	90	90	90	0	0	0	0	0	0	0
Last 2.1 Hours	2	2	2	0	0	0	0	0	0	0

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"Flight Crewmember 2" Re OPitot OCo-Pilot		Time of A Oflight las		ident OCheck Pilot	OFfi	ght Engineer	OOther I	Flight Crew		
"Flight Crewmember 2" w	as pilot flying 🔲 Y	es 🗆 N	ło							
"Flight Crewmember 2" Id	entification									
First Name:			·		City of Re	sidence:				
Middle Initial:										
Last Name:										
	Accident/Incident:				•		· · · · · · · · · · · · · · · · · · ·			
Age at time of	Accidentamentent.					7767				
B	Seat Occupied	Cen	ificate Numb		estraint T	2000			T-0-4-11-0	
Degree of Injury O None O Fatal		OFront	O Urdenov					1	Inflatable R	(estraints
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Pilot Certificate(s) (Check of				1	Q 3-po		O 3-point		Not Dep	
☐ None ☐ Flight		mercial no Transport	US Mi		O 4-po O 5-po		O 4-point O 5-point		□ Deploye □ Unknow	
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Medical Certificate Limitat	tions									
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Medical Certificate Special	Issuance									
Date of Last Flight Review		Flight I	Review Airc	raft						
or Equivalent, Including FAR 121/135 Checks:		Make:_								
	mm/dd/yyyy	Model:						.,		
Airplane Rating(s)	Other Aircraft Ra		Instrum	ent Rating	(s)	Instructor	Rating(s)			
(Check all that apply)	(Check all that apply))	1 '	l that apply)		(Check all th	int apply)	_		
☐ None ☐ Single-Engine Land	☐ None ☐ Airship		□ None □ Airpla			☐ None	Single-Engir		Instrument A Instrument H	
Single-Engine Sca	☐ Balloon		Helico			☐ Airplane	Multi-Engine		Helicopter	catcupter
Multicongine Land	Glider		☐ Power	ed Lift		□ Gyтoplar			Glider	
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	Powered Lift						<u> </u>		· · · · · · · · · · · · · · · · · · ·	
Type Ratings						Student E	idorsement	is (Include a	lates)	
FRICA CO.			Airplane		\top	lest	rumeni			
Flight Time (Enter appropriation number of hours in each box)		is Make Model	Single Englise	Airpione Multiengin			Simulated	Rotoreraft	Glider	Lighter Than Air
Total Time							- Constants		4,111	1000 /51
Pilot in Command (PIC)									+	
Time as Instructor									1	
This Make/Model										
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Last 24 Hours									T	

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Crew Name and Addi							Seat Occupie	1	Injury
First Name:				ncc:			O Left O Center	O Front O Rear	O None O Minor
Middle Initial:							O Right	O Single O Unknown	O Scrious
Last Name:		Cour	ntry:			plane		Othknown	O Fatal O Unknown
Pilot Certificate(s) (C	heck all that apply)						Restraint Ty		Inflatable
□ №	C Flight Instructor		nmercial		Military		Available O None	Used O None	Restraints
☐ Private ☐ Student	Recreational Sport		inc Transp Int Engine		eign		O Lap Only O3-point	O Lap Only O 3-point	Not installed □ installed
							O4-point	O 4-point	☐ Not Deployed ☐ Deployed
Type Rating/Endorse			l	light Time at		h-c	O 5-point O Unknown	O 5-point O Unknown	☐ Unknown
Accident/Incident Air	_	□ No	of this e	AccidentInci					
Crew Name and Addi	ress					****	Seat Occupie		Injury
First Name:		City	of Reside	noc:			OLeft	O Front	O None
Middle Initial:		State	b'		ZIP:		O Center O Right	OSingle	O Minor O Serious
Last Name:		Cour	niry:			-		○ Unknown	O Fatal O Unknown
Pilot Certificate(s) (C	'heck all that apply)						Restraint Ty	ae:	Inflatable
□ None	☐ Flight Instructor	_	nmercial	_	Military		Available O None	Used O None	Restraints
Private	Recreational		ine Transp tht Engine		eign		O Lap Only	O Lan Only	☐ Not Installed ☐ Installed
Student	☐ Sport						O 3-point O 4-point	O 3-point O 4-point	Not Deployed
Type Rating/Endorse			ł.	light Time at		han	O 5-point	O 5-point	☐ Deployed ☐ Unknown
Accident/Incident Air			of this a	Accident/Inci	dent:	hrs	O Unknown	O Unknown	L *
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Name and Address First Name: Middle Initial: Last Name: OCrew First Name:	City: State: Country: OPassenger City:	ZIP:	her her	Seat OLeft OCenter ORight OUnknown Row:	O None O Minor O Scrious O Fatal O Unknown	Restraint T Available ONone OLap Only O3-point O4-point O5-poins OUnknown Available ONone	Used O None O Lap Only O 3-point O 4-point O 5-point O Unknown Used O None	Inflatable Restraints Not Installed Installed Not Deployed Deployed Unknown	Under 5 years If Under 5, O Child Restraint O Lap-Held
Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial:	City: State: Country: OPassenger City: State:	ZIP: OOU	inclinds o	Seat OLeft OCenter ORight OUnknown Row:	O None O Minor O Scrious O Fatal O Unknown O None O Minor	Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available	Used O None O Lap Only O 3-point O 4-point O 5-point O Unknown Used O None	Inflatable Restraints Not Installed Installed Not Deployed Deployed Unknown Not Installed	Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown
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FLIGHT ITINERARY	INFORMATIO	N					
Last Departure Point	Tim	e of Departure	Destinati	ол	· · · · · · · · · · · · · · · · · · ·	Type Flig	ht Plan Filed
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City Baldwin	Litte	13:50	City Baldwin			O Compan	
State WI		Zone Central	1			O Military O VFR	VFR O Unknown
Country USA			Country U				OYes ONo Olinknown
Type of ATC Clearance/Sea	rvice d'heck all then	ornhu	1 (3/4/11)				
□ None □ VFR □	Special VFR IFR	□ Sps	ecial IFR R On Top	All formation and the second and the	☐ VFR Flight Foll ☐ Traffic Advisor		☐ Cruise ☐ Unknown / NA
☐ Class B ☐ Class C ☐ Class D ☐ Class E ☐ Class E	Class G Dento Area Warning Area Prohibited Area Restricted Area	☐ Mil ☐ Air ☐ Jet ☐ TR ☐ FA	htary Operations port Advisory A Training Area SA R 93	fen	□Special □Air Traftic Cont □Unknown	rol Area	Altitude of In-Flight Occurrence: 1105 (Surf) 0 msl
WEATHER INFORMA		ACCIDEN	INICIDEN	T		· · · · · · · · · · · · · · · · · · ·	
Source of Pilot Weather In	formation			1	bservation Facility		
☑ National Weather Service	□ Con	many		Facility ID			
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☐ TV/Radio	[2] Inter				Central		
☐ Automated Report ☐ Commercial Weather Service	(DUATS) D Unk			Distance from	Accident Site: 13		11111
On-Board Weather				Direction from	n Accident Site: 330		degrees true
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O IMC O Unknown		⊙ Day	ONight	ORI	ght Night		
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11,000	45 Mgs	10,000		***************************************			
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Intensity of Precipitation	Type of Precipit				Restriction to	Constitution of the consti	Theck all that applys
O Light O Moderate	□ None □ Rain	☐ Drizzle ☐ Ice Pellets	☐ Freezin ☐ Snow S		☐ Blowing Du		Fog Ground Fog
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ON/A	□ Hail	☐ Snow Grain		ig Drizzle	☐ Blowing Sn	-	lee Fog
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Icing Forecast		Icing Actual			Turbulence		
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OUnknown		OUnknown			A STATE OF THE STA		
NOTAMs (D and FDC),	AIRMETS, SIGN	1ETs, PIREP	s in effect at	the time of	the accident/incid	dent:	
None for WI14							

IDVIVICE		(Continue)	OPENNAME PROPERTY		
Aireraft Dam	age	Aircraft Fire		Aircraft Explosion	
O None O Minor	Substantial O Destroyed O Unknown	O None O In-Flight O On-Ground	O Both Ground and In-Flight O Fire at Unknown Time O Unknown	None In-Flight On-Ground	O Both Ground and In-Flight O Explosion at Unknown Time O Unknown

Description of Damage to Aircrast and Other Property (Use additional sheet if necessary)

Fuselage Damage aft of cabin door to rear bulkhood.

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and and location, services obtained, and intended destination. Provide as much detail as possible.

I femied the plane from Forest Lake (25D) back to Baldwin (Wi14) that morning as the plane had completed it's 100 hour inspection. I flew three loads without incident. All of them shut down loads. Due to the temperatures of 90+ degrees and high humidity/Dew Point. I informed manifest before the first load to limit the loads to 14 (max usually 18) people and to allow a longer time between shut downs to allow for adequate cooling before the next start. The runway in Baldwin is 1,950 ft. All morning pop up rain showers had been passing north and south of Baldwin naver coming closer than 10-15 miles, while Baldwin had blue sky. As we prepared for the 4th load, I discussed with a tandem instructor (has over 20,000 jumps) the clouds that were currently over the dropzone. There was no rain and we had large amounts of blue sky to the north and south. The cloud above the dropzone was moving southeast and the northern edge was just north of the dropzone. We both agreed that the cloud would likely move out of the way by the time we got to altitude. The previous loads of the day had shown the bases of any clouds in the area were either at ~11,000 feet or well above 15,000 feet. We climb to 14,000 feet to drop the jumpers. I back taxled down the runway to depart to the south to take advantage of what little headwind there was. It was tess than 5mph out of the south. The load was within all limits, i.e. weight and balance, center of gravity, etc. On climb out I checked on with center above 3,000 feet. Below that we don't always make good radio contact. Around approximately 4,000 feet approach advised me they were showing light to moderate precipitation where I was at. I responded it must be virga as I was not receiving any rain. With the edge of the cloud near the dropzone I continued to climb and turned back to the dropzone earlier than normal so I could see if the cloud and any potential rain had moved away from the dropzone. The bases were still well above us and the edge appeared to be about 1-1.5 miles from the dropzone. As I crossed under the cloud I encountered light rain. It appeared to be building rather than moving away and I prepared to let everyone know we would be landing. Out of the corner of my eye I saw a bright flash in the distance and immediately reduced the throttle and initiated a descent while informing everyone we would all be landing due to weather. It descended and set up a base leg approximately 2 miles from the runway. I turned the 2 mile final and was in a stabilized, powered on approach, which was much flatter than the standard descent when empty, which is idle power and very steep. I brought the flaps in incrementally to 30 degrees (full flaps) for landing. I initiated my flare over the railroad tracks which run perpendicular along the north edge of the runway. I touched down at approximately 65 knots. I immediately went to full reverse, and as trained brought the speed lever from max to min, and retracted the flaps. When I went to apply brakes I discovered braking action was nill. The field had received a rainshower while we were airborne and the grass was wet. At this point due to the high temperature/dewpoints, the load, the wet grass, and our speed and location on the runway. I made the decision to not to try to take off as I did not believe we would clear the trees at the end of the runway. I held full aft on the control yoke for aerodynamic braking, stayed in full reverse, and braked as much as possible without locking the wheels up. Just before coming to a complete stop we rolled into the ditch and up toward the road. We arrived at the ditch going between 5-10mph. The prop struck the dirt end the tail due to the angle to the road struck the ground. The runway ends at the ditch and we stopped before going onto the road. During that I pulled the red fuel lever to kill the engine and as we stopped shut off both fuel levers to the tanks and secured the engine. Nobody was injured and I instructed everyone to get out one at a time.

#RESOURIE(#97/40101/filmcoming)				
Operator/Owner Safety Recommendation				
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Was there Mechanical Malfunction/Fails				Total Time/Cycles
(If yes, list the name of the part, manufacturer, po	urt no., serial no., and describe t	ho failure.)		On Part
				Hours
				Cycles
				Time Since This Part
				Inspected/Overhauled
				Hours
		7.7.7.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1		SHEART TO STORE STANDARD
Fuel on Board at Last Takeoff	Fuel Type			
(Convert from paunds, as necessary)		15/145 O Jet B	O Other, specify	
60 Gallons	O 100 Low Lead O J O 100/130 O J	ct A O JP8 ct A-1 O Autom	notive	
Other Services, if Any, Prior to Departur				
NA				
	~~~	THE STATE OF THE S	Z- Sammetensto-nischer Zahlen	
I A MAN ON THE COMMENT OF THE PARTY OF THE P	gang panggan ang ang ang ang ang ang ang ang a			
Was an emergency evacuation of the airc	raft performed? 🛮 🗹 Ye	s 🗖 No		
Method of Exit - Describe how the occupa	nts exited and how many occ	cupants evacuated each loc	cation	
All 14 Passengers exited one at a time	through the rear jump doo	г.		
Pilot exited through pilot door				
	NAME OF STREET	Andri in Greenfungen erwikke	aristani ete a ginagan mati sa	MATERIAL REPORT OF THE PORT OF THE PROPERTY OF
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	durer;			Destroyed Minor
				Substantial None
Registered Owner of Other Aircraft		Pilot of Other Ai		
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ATSB Accidentification		Name of investigator	B. 70. 2016