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

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

BAS	IC INFORMA	TION										6505	
Accident/Incident Location					Date/Time								
Nearest City/Place: Springfield State				e: <u>IL</u>	D	ate: 12/31/2		Loc	al Time: 12	2:51			
ZIP: 62707 Country: USA							mm/dd/yyyy Time Zone: CST						
Latitude: N3950.6 (dd:mm:ss N/S) Longitude: W0890.7 (ddd:mm:ss E/N						d:mm:ss E/W)					ie Zore:		
	of Operation							Collision with C	Other Airc			of In-Flight	
Star Tax		(incl. initia	I climb) Crui:	se euvering		Hover Other		] Midair ] On-ground			Occurren	ce	
Des						Unknown		] None					ft MSL
AIRCRAFT INFORMATION													
Manu	facturer: Piaggio	)						Max Gross V	Yeight:	1	2,100 lbs		
l	: Avanti II						Į	Weight at Ti				11,3	100 lbs
l	Number: 1231							Location of C					-
	ration Number: 1	N700FE		Amateur-	built	: ☐ Yes 🗹 N	0		209.6			or 🗌 đatu	
								-or-				namic Cord	
	ory of Aircraft		Airworthiness (	Certificate	9	Number of	Se	ats:	10	Landir	ıg Gear	☑ Retrac	table
✓ Aiπ Ball	olane	Standai	<i>ll that apply)</i> :d Spec	sial.		If Large Aire	raft	, how many seats	for:			nal landing ge	ear
Blin	np/Dirigible	Norm		estricted				•	_	Ū	uration that		المسائد الد
│	ler ocraft	Utility 🔲 Utility	y 🔲 Li	mited		1		•		Z Tri	-	_	ailwheel
☐ Heli	copter	☐ Acrob ☐ Trans		ovisional sperimental		Cabin C	rew:	:			phibian ergency Flo		igh Skid
	ered lift	[] 11@il5		pecial Fligh		Passenge	ers:	winer	3_	Flo	at		
Ultr	nown		□Li	ight Sport						☐ S!	ci/Wheel		
	of Maintenance Pi	roaram		Lost In		lan Tuna						40/00/0046	
Ann		rogram		Last Inspection Type  100 Hour Continue AAIP Condition Annual Unknow				A :	Date La	st Inspec	tion:	12/20/2013 m/dd/yyyy	<u> </u>
Con	ditional (Amateur-bu	ilt only)					onal Inspection						
Mar Out	ufacturer's Inspection or Approved Inspecti	n Program	• (A A ID)						ame Total Time:46_hrs				
Con	tinuous Airworthines	on Program SS	(AAIP)						hours	measured	at (check	one)	
	er, specify:									ast Inspect	ion 🔽 T	ime of Accid	ent/Incident
	quipped			Stall W	arnin	g System Inst							
√ Yes	□ No □ Unki	nown		<b>☑</b> Yes		fo 🔲 Unknov	wn   [		☐ None ☑ Specify Hand held halon				
									₩ Specii	y <u>Haria II</u>		•••	
RLT I	nstalled E	LT Activa	atod	*** *** * 4		. ADT							
		Yes 🔽		I		icturer; <u>ART</u>							
	ided in Locating	Accident	/Incident		/Series: <u>C406-N 453-5060</u> Number: 12724								
☐ Yes		recident	Themen			er: <u>12724                                   </u>				Datta		nte: <u>6/2017</u>	,
			Reciprocatin	I	<del></del>	ropeller				Datte	ry Exp. Da	ne: <u>0/201/</u>	
Engine T Reci	procating	rho let	System Type			ropener							
☐ Turt	o Shaft 🔲 Tur	bo Fan	Carburetor			Fixed Pitch		Manufac	turer: Har	tzell			
▼ Turt	oo Prop 🔲 Unl	known	Fuel Injecte	ed .	12	Controllable I	itch	h Model: 1	Rt Hand F	IC-E5N-	3AL Lt Ha	nd HC-E5	N-3A
									Engine R				
								Data	Power Mo as (check		Total	Time Since	Time Since
			Engine		Man	ufacturer's		Date of Mfg.	Horse	power or	Time	Inspection	
Engine	Engine Manufacti	urer	Model/Series			al Number		nım'dd'yyyy	☐ lbs of		(hours)	(hours)	(hours)
Eng. 1	Pratt & Whiney		PT6A 66B			W0203		04/16/2012		850	46	46	46 46
Eng. 2	Pratt & Whitney		PT6A 66B			.110204		04/15/2012		850	46	46	
Eng. 3 Eng. 4												<del>                                     </del>	,
யத். ச								_1	l		1		<u> </u>

OWNER/OPERATOR INFOR	RMATION						
Registered Aircraft Owner	Owner Address						
Name: Peregrine Falcon LLC		City: Greenwood Vill	age				
Fractional Ownership Aircraft: Yes	es 🔽 No		State: Co Z Country: USA	ZIP: <u>80111</u>			
Operator of Aircraft Same A		Same As Registered Owner					
Name: Mountain Aviation, Inc	City: Broomfield						
Doing Business As:		ZIP; <u>80021</u>					
Air Carrier/Operator Designator (4 Cha	aracter Code)	·	Country: USA				
Regulation Flight Conducted Under			Revenue Sightseeing I				
☐ FAR 91 ☐ FAR 129 ☐ FAR 103 ☐ FAR 133 ☐ Non ☐ FAR 121 ☐ FAR 135 ☐ Non ☐ FAR 125 ☐ FAR 137 ☐ Arm	☐ Yes						
Purpose of Flight		Revenue Operation		Operating Certificate Held			
for FAR 91, 103, 133, 137 (Select one)		for FAR 121, 125, 129, 135 (Select one)	(Check all that apply)				
☐ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application		□ Scheduled or Commuter     □ Non-Scheduled or Air Taxi  Domestic or International  Domestic □ International					
Aerial Observation Air Drop		Cargo Operation	Rotorcraft External Lo	ad (133)			
Air Race / Show		☐ Passenger/Cargo ☐ PassengerHow many?	- or -  Agricultural Aircraft (1	37)			
☐ Flight Test ☐ Public Use		Cargo Ibs					
Unknown		☐ Mail	Other Operator of Large Aircraft				
OTHER AIRCRAFT - COLLI	ISION (If a	ilr or ground collision occurred, complete th	nls section for o <i>ther</i> airc	:raft)			
Aircraft Registration Number   Man	ufacturer: _			Daniage to Other Aircraft  Destroyed Minor			
Registered Owner of Other Aircraft	***************************************			Substantial None			
		City					
First Name: Middle Initial:		City: State:	ZIP:				
Last Name:							
Pilot of Other Aircraft							
First Name: Middle Initial:		City:	ZIP:				
Last Name:		State: Country:	ZIF	ALL CONTRACTOR OF THE CONTRACT			
	ONVEATILE	JRE (If more space is needed, continue or	n sagranto absolt				
Demonstrates de la company de la contraction de la contraction de la contraction de la contraction de la communitation de la contraction	on an appropriate and a second	основного честве дел 4 то одного деновној од од на 4 могу и деновно до до до до од од на 10 могу од од од од од Станов од од од од 10 могу од	n separate siteet)	Total Time/Cycles			
Was there Mechanical Malfunction/F (If yes, list the name of the part, manufacture				On Part			
	-	he landing gear and it's associated directional v	valve for the gear up and	46 Hours			
gear down functions malfunctioned							
				21_ Cycles			
				Time Since This Part Inspected/Overhauled			
				1 -			
				46_ Hours			
DAMAGE TO AIRCRAFT AN	ID OTHER	R PROPERTY					
	Aireraft Fir		Aircraft Explosion				
☐ None ☐ Substantial	✓ None ☐ In-Flight ☐ On-Ground	☐ Both Ground and In-Flight ☐ Unknown Origin	☑ None □	Both Ground and In-Flight Unknown Origin			

	Other Property (use ac	dditional sheet if	necessary)		
The right landing gear collapsed and the Rt I	nand engine propeller st	truck the ground	d and damaged the propeller	and engine. The	nose landing gear
collapsed. The left main landing gear collaps	sed. The underside of the	ne fuselage nea	r the nose landing gear was o	lamaged.	
AIRPORT INFORMATION (If the	e accident/incident oc	curred on ann	roach, takeoff or within 3 m	lles of an airnor	complete this section)
Airport Identifier: KSPI			Distance From Airport (		
Airport Name: Springfield ABRHM-LN	CN CPTL Airport		Direction From Airport:	"	20_ degrees MAG
Proximity to Airport Off Airport/Airse	trip 🛮 On Airport 🗀	On Airstrip	Airport Elevation:		597 ft. MSL
Approach Segment (Select one)					
☐ On Instrument Approach ☐ Landin☐ Crosswind ☐ Down		ase leg ow Approach	Final	ng (after touchdow	Go Around
IFR Approach (Check all that apply)	wild Like	ow Approach	VFR Approach (Check al		11)
□ None □ PAR	☐ MLS	☐ Practice	✓ None	11.77	op and Go
☐ ADF/NDB ☐ Sidestep ☐ ILS		GPS	Traffic Pattern		ouch and Go
☐ VOR/TVOR ☐ Localizer Only		☐ Loran ☐ Unknown	Straight-In  Valley/Terrain Following		mulated Forced Landing reed Landing
☐ VOR/DME ☐ LOC-back course ☐ TACAN ☐ RNAV	☐ Contact ☐ Circling		☐ Go Around ☑ Full Stop		ecautionary Landing iknown
Runway Information	Псисинд		Condition of Runway/Lar		
Runway ID: 04 (L/R/C) Length:	7,999 ft Width:	150 ft	☐ Dry ☐ Si	now-Compacted	☐ Water-Calm
Runway/Landing Surface (Check all that	apply)			now-Crusted now-Dry	☐ Water-Choppy ☐ Water-Glassy
✓ Asphalt ☐ Grass/Turf ☐ Mac			Rough Sr	ow-Wet	Wet
☐ Concrete ☐ Gravel ☐ Meta ☐ Dirt ☐ Ice ☐ Snov	al/Wood □ Unknow	yn	☐ Rubber Deposits ☐ So ☐ Slush Covered ☐ Vo	oft egetation	Unknown
FLIGHT ITINERARY INFORMA					
Last Departure Point	Time of Departure	Destination	l	Type Flight	t Plan Filed
Airport ID: KMSN	Time: 11:57	Airport ID: L	KSPI	None	☐ VFR/IFR
City: Madison	Time: <u>11:57</u>	Airport ID: L		Company	VFR 🖾 IFR
•	Time: <u>11:57</u> Time Zone: <u>CST</u>			— ☐ Company — ☐ Military V ☐ VFR	VFR
City: Madison		City: Spring	gfield	☐ Company - ☐ Military V	VFR
City: Madison State: Wisconsin Country: USA Type of ATC Clearance/Service (Check at	Time Zone: CST	City: Spring State: IL Country: US	gfield A	☐ Company ☐ Military V ☐ VFR Activated?	VFR
City: Madison State: Wisconsin Country: USA  Type of ATC Clearance/Service (Check a	Time Zone: CST  If that apply)	City: Spring State: IL Country: US	gfield  A  □ VFR Flight Foll	Company Military V VFR Activated?	VFR
City: Madison State: Wisconsin Country: USA  Type of ATC Clearance/Service (Check and Indian	Time Zone: CST     that apply    Spec	City: Spring State: IL Country: US cial IFR R On Top	gfield A	Company Military V VFR Activated?	VFR
City: Madison State: Wisconsin Country: USA  Type of ATC Clearance/Service (Check at Special VFR VIFR  VFR VIFR  Airspace where the accident/incident occ	Time Zone: CST     that apply    Spec     VFR	City: Spring State: IL Country: US cial IFR R On Top	A VFR Flight Foll    Traffic Advisor	Company Military V VFR Activated?	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check at Special VFR VIFR  VFR VIFR  Airspace where the accident/incident occurrence Class A Class E Class G	Time Zone: CST     that apply    Spector VFR    Urred (Check all that a	City: Spring State: IL Country: US cial IFR R On Top (pply) ohibited Area estricted Area	A VFR Flight Foli	Company Military V VFR Activated?	VFR
City: Madison State: Wisconsin Country: USA  Type of ATC Clearance/Service (Check at Special VFR VIFR  VFR VIFR  Airspace where the accident/incident occ	Time Zone: CST     that apply    Spec	City: Spring State: IL Country: US  cial IFR R On Top  upply) ohibited Area	A VFR Flight Foll  Traffic Advisor  Jet Train  TRSA  A YFR Flight Foll	Company Military V VFR Activated?	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check a   Special VFR   IFR  Airspace where the accident/incident occ   Class A   Class E   Class G   Class C   Demo Area	Time Zone: CST     that apply    Spec   VFR    Urred (Check all that a	City: Spring State: IL Country: US cial IFR R On Top pply) ohibited Area estricted Area ilitary Operations	A VFR Flight Foll  Traffic Advisor  Jet Train  TRSA  A YFR Flight Foll	Company Military V VFR Activated?	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check at Special VFR IFR IFR IFR IFR IFR IFR IFR IFR IFR I	Time Zone: CST     that apply    Spec   VFR    Urred (Check all that a)   Re   Re   Mi   Ai	City: Spring State: IL Country: US  cial IFR R On Top  pply) ohibited Area estricted Area illitary Operations rport Advisory A	Gfield  VFR Flight Foll Traffic Advisor  Jet Train TRSA S Area (MOA) FAR 93	Company Military V VFR Activated?  owing y  ing Area	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check a   Special VFR   IFR  Airspace where the accident/incident occ   Class A   Class E   Class G   Class G   Class C   Demo Area   Class D   Warning Area  Aircraft Load Description (Check all that   None   Towing Glidet   Passengers   Towing Banne	Time Zone: CST     that apply    Spec   VFR    Urred (Check all that a)   Re   Re   Mi   Ai   apply)   C	City: Spring State: IL Country: US  cial IFR R On Top  pply) ohibited Area estricted Area ilitary Operations rport Advisory A  rachutists ater	A VFR Flight Foll  Traffic Advisor  Jet Train  TRSA  A Area (MOA)  FAR 93  Jea	Company Military V VFR Activated?  owing y	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check at Special VFR IFR IFR IFR IFR IFF IFF IFF IFF IFF I	Time Zone: CST	City: Spring State: IL Country: US  cial IFR R On Top  pply) ohibited Area estricted Area illitary Operations rport Advisory A	A VFR Flight Foll  Traffic Advisor  Jet Train  TRSA  A Area (MOA)  FAR 93  Jea	Company Military V VFR Activated?  owing y	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check a   Special VFR   IFR  Airspace where the accident/incident occ   Class A   Class E   Class G   Class G   Class C   Demo Area   Class D   Warning Area  Aircraft Load Description (Check all that   None   Towing Glidet   Passengers   Towing Banne	Time Zone: CST	City: Spring State: IL Country: US  cial IFR R On Top  pply) ohibited Area estricted Area ilitary Operations rport Advisory A  rachutists ater	A VFR Flight Foll  Traffic Advisor  Jet Train  TRSA  A Area (MOA)  FAR 93  Jea	Company Military V VFR Activated?  owing y	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check at Special VFR VFR VIFR VIFR    VFR VIFR VIFR VIFR VIFR VIFR VIFR VIFR	Time Zone: CST     that apply    Spec     VFR     VFR     Pre   Pre     Ai     apply      Cr	City: Spring State: IL Country: US  cial IFR C On Top  (ppb) ohibited Area estricted Area illitary Operations rport Advisory A  rachutists ater nemical/Fertilizer	Gfield  VFR Flight Foll Traffic Advisor  Jet Train TRSA TRSA FAR 93  Trea  Livestoc Unknow /Seeds	Company Military V VFR Activated?  owing y	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check at Special VFR VIFR VIFR VIFR VIFR VIFR VIFR VIFR	Time Zone: CST    It that apply  Spector   Spector	City: Spring State: IL Country: US  cial IFR C On Top  ppb) ohibited Area estricted Area illitary Operations rport Advisory A  rachutists ater nemical/Fertilizer  115/145  Jet A	Gfield  VFR Flight Foll Traffic Advisor  Jet Train TRSA FAR 93  TRSA Livestoc Unknow  Seeds	Company Military V VFR Activated?  owing y  ing Area	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check a   None   Special VFR   IFR  Airspace where the accident/incident occ   Class A   Class E   Class G   Class G   Class G   Demo Area   Warning Area   Class D   Warning Area   Check all that   None   Towing Glidet   Passengers   Towing Banne   Cargo   Other External   FUEL & SERVICES INFORMAT   Fuel on Board at Last Takcoff (convert from pounds, as necessary)	Time Zone: CST     that apply    Spec	City: Spring State: IL Country: US  cial IFR C On Top  (ppb) ohibited Area estricted Area illitary Operations rport Advisory A  rachutists ater nemical/Fertilizer	Gfield  VFR Flight Foll Traffic Advisor  Jet Train TRSA FAR 93  TRSA Livestoc Unknow  Seeds	Company Military V VFR Activated?  owing y  ing Area	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check at Special VFR VIFR VIFR VIFR VIFR VIFR VIFR VIFR	Time Zone: CST     that apply    Spec	City: Spring State: IL Country: US  cial IFR C On Top  ppb) ohibited Area estricted Area illitary Operations rport Advisory A  rachutists ater nemical/Fertilizer  115/145  Jet A	Gfield  VFR Flight Foll Traffic Advisor  Jet Train TRSA FAR 93  TRSA Livestoc Unknow  Seeds	Company Military V VFR Activated?  owing y  ing Area	VFR
City: Madison  State: Wisconsin  Country: USA  Type of ATC Clearance/Service (Check at Special VFR VIFR VIFR VIFR VIFR VIFR VIFR VIFR	Time Zone: CST     that apply    Spec	City: Spring State: IL Country: US  cial IFR C On Top  ppb) ohibited Area estricted Area illitary Operations rport Advisory A  rachutists ater nemical/Fertilizer  115/145  Jet A	Gfield  VFR Flight Foll Traffic Advisor  Jet Train TRSA FAR 93  TRSA Livestoc Unknow  Seeds	Company Military V VFR Activated?  owing y  ing Area	VFR

<b>EVACUATION OF AIR</b>	RCRAFT						336653659		
Was an emergency evacuation	on of the aircraf	t performe	d?	☑ Yes □	No				
Method of Exit - Describe how the occupants exited and how many occupants evacuated each location									
The aircraft was evacuated out	of the top half of t	he main enl	rance	door of the aircraf	t.				
WEATHER INFORMA	TION AT TH	IE ACCII	DEN1	/INCIDENT	SITE				
Weather Observation Facilit				ce of Weather I		(C-0+11)+010		Method of	Briefing
Facility ID: KSPI				k all that apply)				(Check all th	
Observation Time: <u>01/31/2014</u>	17:20			ational Weather Ser ight Service Station			☐ Company ☐ Military	☐ In Persor	
Time Zone: UTC			T	V/Radio			☐ Internet	☑ Telephone/Computer	
Distance from Accident Site:		NM		utomated Report ommercial Weather	Service (DUA)	TS)	Unknown	☐ Aircraft I	
Direction from Accident Site:		rees MAG				-		Unknow	1
Briefing Type/Completeness			_	t Condition				Visibility	
	☐ Abbrevia ☐ Unknow	1	□ D <b>Z</b> ] D:	awn □ Da ay □ Ni			Dark Night Bright Night	3	miles
Partial / Limited By Briefer	Not Perti						Not Reported		
Sky/Lowest Cloud Condition  Clear	_	Ceiling	(داءهما	Поь	anad	1	striction to Visibility	_	hat apply)
	Thin Broken Thin Overcast	☐ None ☐ Broke		☐ Ob: ☐ Ind			None Blowing Dust	☐ Fog ☐ Ground Fog	
Partial Obscuration	] Unknown	□ Q Overc					Blowing Sand Blowing Snow	☐ Haze ☐ Ice F	
Lowest Cloud Condition Hei	aht	Ceiling	The labe				Blowing Spray	☐ Smol	ke
	nt AGL	Cumg	iteigiii	2,300	ft AGL		Dust	☐ Unkı	nown
Wind Direction	Wind Speed	*******		Wind Gusts		Tv	pe of Turbulence (Ci	eck all that a	oply)
✓ Indicated:	Velocity:	7 KTS			0 ктѕ	1 -	None In Cl	ouds	
10 degrees MAG	-or-						Clear Air	ity of Thunde	rstorm
The con-	Calm			Gusting			verity of Turbulence		,
☐ Variable	Light and Va	riable	✓ Not Gusting				Extreme Mode Severe Mode	Light	
NOTAMs (D, L and FDC	). AIRMETs. S	SIGMETS	PIRI	EPs in effect at	the time of				
SPECI KSPI 311922Z 03004KT		· ·				*****			
M04/M08 A3012 RMK A0									
						I			
Temperature:		cing Forec Amour			Туре	I	Type of Precipitation	n <i>(Check all</i> ☐ Drizzle	that apply)
or(F)	L =	<b>☑</b> None		Moderate	Rime		Rain I	lce Pellets	
Altimeter Setting:30.12 i		☐ Trace ☐ Light	∐ S	Severe	☐ Clear ☐ Mixed			Snow Pelle Snow Grain	
	MB						Rain Showers	lce Crystal	S
Density Altitude:	2,900 ft	cing Actua) Amour			Туре			☐ Ice Pellets ☐ Freezing D	
Dew Point:		Z None	□ N	Moderate	Rime	}			
or(F)		Trace Light	∐ 8	Severe	☐ Clear ☐ Mixed		Intensity of Precipi		☐ Heavy
							Man Digit Digit	ACTAIC	L. Heavy

		Gm(m,monoth,moso),,moshoo,,co.				AND CONTRACTOR OF THE PROPERTY OF THE				
Pilot "A" Responsibilities						•				
Pilot Co-Pilot	Student Pilot	☐ Flight I	nstructor L	Check Pilot	[] Fligh	t Engineer	Other	Flight Crew		
Pilot "A" Identification					~					
First Name: Alex Middle Initial: J					ity: Denve		21n. 0020	<u> </u>		
Middle Initial: J         State: CO         ZIP: 80203           Last Name: Naley         Country: USA										
Age at time of Accident/Incident:28 Date of Birth: Certificate Number:										
Degree of Injury	Seat Occupied	<u></u>			at Belt			Shoulder 1	Harness	
Mone ☐ Fatal ☐ Minor ☐ Unknown	Left Right	☐ Front ☐ Rear	Unkno	1		<del></del>	□ No	Used	Yes	□ No
Serious	Center	Single		Av	ailable	Yes	□No	Available	Yes Yes	□ No
Pilot Certificate(s) (Check a	II that apply)									
☐ None ☐ Stu ☐ Private ☐ Flig	dent ght Instructor	☐ Recrea		☐ Commer ☑ Airline T			] Flight Engi ] U.S. Milita		☐ Foreign	
Principal Occupation	Medical Certificat	e		Me	edical Cert	tificate Va	didity	Date of I	ast Medic	al
[ [H] 1 1101		lass 3	nse (Sport Pilo		Without lim			08/20	/2013	
1 🗀 🔾		inknown	uza (obou tuo	· //	Unknown	HODS/Walver	rs	mm/da	1/3333	
Medical Certificate Limitations None  Medical Certificate Waivers										
None										
Date of Last Flight Review		Flight	Review Aire	craft						
or Equivalent, Including	12/13/2014	_		craft						
	12/13/2014 mm/dd/yyy	Make:	Review Airo	craft						
or Equivalent, Including FAR 121/135 Checks:  Airplane Rating(s)	mm/dd/yyyy Other Aircraft R	Make:  Model:  Rating(s)	Piaggio P.180	craft	s)	Instructo	r Rating(s)			
or Equivalent, Including FAR 121/135 Checks:  Airplane Rating(s) (Check all that apply)	nm/dd/yyyy Other Aircraft R (Check all that appl	Make:  Model:  Rating(s)	Plaggio P.180 Instrum (Check al			(Check all			4_	
or Equivalent, Including FAR 121/135 Checks:  Airplane Rating(s)	mm/dd/yyyy  Other Aircraft R (Check all that appl)  None Airship Free Balloon Glider Gyroplane	Make:  Model:  Rating(s)	Piaggio P.180	ent Rating(s I that apply) me	and the second s	(Check all and None Airplan	<i>that apply)</i> e Single-Eng e Multi-Engi ane	ine   ne	Instrument Instrument Helicopter Glider Sport	Airplane Helicopter
or Equivalent, Including FAR 121/135 Checks:  Airplane Rating(s) (Check all that apply)  None Single-Engine Land Single-Engine Sea	mm/dd/yyyy  Other Aircraft R (Check all that appl)  None  Airship  Free Balloon  Glider	Make:  Model:  Rating(s)	Piaggio P.180 Instrum (Check al None Airpla	ent Rating(s I that apply) me	and the second s	(Check all and Mone   ☑ Airplan   ☑ Gyropla	<i>that apply)</i> e Single-Eng e Multi-Engi ane	ine   ne	Instrument Helicopter Glider	Airplane Helicopter
or Equivalent, Including FAR 121/135 Checks:  Airplane Rating(s) (Check all that apply)  None Single-Engine Land Single-Engine Sea	mm/dd/yyyy  Other Aircraft R (Check all that appl None Airship Free Balloon Glider Gyroplane Helicopter	Make:  Model:  Rating(s)	Piaggio P.180 Instrum (Check al None Airpla	ent Rating(s I that apply) me		(Check all   None   None   Airplan   Airplan   Gyropla   Powered	that apply) e Single-Eng e Multi-Engi ane d Lift	ine   ne	Instrument   Helicopter   Glider   Sport	Airplane Helicopter
or Equivalent, Including FAR 121/135 Checks:  Airplane Rating(s) (Check all that apply)  None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	mm/dd/yyyy  Other Aircraft R (Check all that appl None Airship Free Balloon Glider Gyroplane Helicopter	Make:  Model:  Rating(s)	Plaggio P.180 Instrum (Check al None Airpla Helico Power	ent Rating(s I that apply) me		(Check all   None   None   Airplan   Airplan   Gyropla   Powered	that apply) e Single-Eng e Multi-Engi ane d Lift	ine	Instrument   Helicopter   Glider   Sport	Airplane Helicopter
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PILOT "B" INFORMA	TION						palica da fal			
Pilot "B" Responsibilities at				· · · · · · · · · · · · · · · · · · ·						
	Student Pilot	☐ Flight I	Instructor L	] Check Pilo	t ∐ Flig	ht Engineer	U Other	Flight Crew		
Pilot "B" Identification										
First Name: David					City: <u>Denv</u>		73B. 0000			*************
Middle Initial: A  Last Name: Rowley					State: <u>CO</u> Country: <u>U</u>		ZIP: <u>8022</u> 0	0		
Age at time of Accident/Incident: 31 Date of Birth: Certificate Number: Country. GOA  Certificate Number: Manual Certificate Numb										
Degree of Injury	Seat Occupied	ıl	mmv ccc y		eat Belt			Shoulder I	larness	
☑ None ☐ Fatal	☐ Left	Front	Unknow	-	sed		□No	Used	☑ Yes	☐ No
☐ Minor ☐ Unknown ☐ Serious	☑ Right ☐ Center	☐ Rear ☐ Single		A	vailable	<b>↓</b> Yes	□No	Available	Yes Yes	□ No
Pilot Certificate(s) (Check all		LI Guigiv		L			J			
□ None □ Stude		Recre	eational	Comm	ercial	Г	Flight Engi	neer	☐ Foreign	
	t Instructor	☐ Sport		Airline			U.S. Milita			
Principal Occupation M	ledical Certifica	ate		V	ledical Cc	rtificate Va	lidity	Date of L	ast Medica	ıl
MC 1 1104		Class 3	usa (Cnart Bilat			mitations/wai ations/waiver		04/29/20	013	
		Unknown	ense (Sport Pilot		] With limit ] Unknown	ations/waivei	S	mm/dd/	0333'	
Medical Certificate Limitation		***************************************								
None	JNS									
None										
Medical Certificate Waivers										
None										
Date of Last Flight Review		Flight	t Review Airc	raft						
or Equivalent, Including	(37/00/0		Piaggio	-1						
FAR 121/135 Checks:	09/27/2013 mm/dd/yyyy	1	: P.180							
Airplane Rating(s)	Other Aircraft			ent Rating	(6)	Instructor	Dating(e)			
(Check all that apply)	(Check all that ap			ent Kating I that apply)	(8)	(Check all ti				
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Multiengine Land	Glider		Power		-	Gyroplan			Glider	
☐ Multiengine Sea	☐ Gyroplane ☐ Helicopter					Powered	Lift		Sport	
	Powered Lift									
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Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Modei	Single Engine	Airplane Multiengir		Actual	Simulated	Rotorcraft	Gliđer	Lighter Than Air
Total Time	5,270	1,900	1,376				<del>                                     </del>	<del>                                       </del>		
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This Make/Model										
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Last 30 Days	19	19	0	t	19	2 1	0			
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ADDITIONAL FLIGHT CREW MEMBE	RS (Exclusive of cabin atten	dants, complete the fol	llowing info	ormati	on)		
Pilot Name and Address					Degree of I		
First Name:	City:	-			None	Fatal	
Middle Initial;	City: Z	:IP:	_		☐ Minor ☐ Serious	☐ Unknown	
Last Name:	Country;						
Pilot Certificate(s) (Check all that apply)  ☐ None ☐ Student ☐ Recreations	d [] C	Truberto			Seat Occup	oied □ Front	
		☐ Flight Engineer ☐ U.S. Military	☐ Foreign		Right	Rear	
Type Rating/Endorsement for	Total Flight Time	at the Time			Center	Single	
Accident/Incident Aircraft? Yes N	o of this Accident/In	icident:	hrs			Unknown	
Pilot Name and Address				operate between	Degree of I		
First Name:	City: Z		<del></del>		☐ None ☐ Minor	☐ Fatal ☐ Unknown	
Middle Initial: Last Name:	State: Z	IP:			Serious	[] Onknown	
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None	l	Flight Engineer	☐ Foreign		Left	Front	
Private Flight Instructor Sport	Airline Transport	U.S. Military	roreign		Right	Rear	
Type Rating/Endorsement for Accident/Incident Aircraft? Yes N	Total Flight Time of this Accident/In		l		☐ Center	☐ Single ☐ Unknown	
	o Torons Accident/In	cueat;	hrs		<u>.</u>		
Pilot Name and Address					Degree of I	njury □ Fatal	
First Name:  Middle Initial:	City: zi	ID-	-		☐ Minor	Unknown	
Last Name:	Country:	ir,			☐ Serious		
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PASSENGER(S) / OTHER PERSONNE						l 6	
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	L (Include flight attendants;	continue on separate s			, ,, t	Fatal Serious Injury Minor Injury No Injury	
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James	L (Include flight attendants;	continue on separate s	Sheet If nec	Crew Non-	Revenue Revenue Non- Occupant FAA		
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James Middle Initial:	L (Include flight attendants;  City: Garden City State: Idaho	continue on separate s	Sheet If nec	Crew Non-	Revenue Revenue Non- Occupant FAA	Faral Serious Injury Minor Min	
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James  Middle Initial: Last Name: Harrison III	City: Garden City State: Idaho Country: USA	continue on separate s	sheet if nec	Crew Non-	Revenue Revenue Non- Occupant FAA		
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James Middle Initial: Last Name: Harrison III  First Name: Megan	City: Garden City State: Idaho Country: USA City: Boise	continue on separate s	sheet if nec	Crew	Revenue Non- Occupant FAA		
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James  Middle Initial: Last Name: Harrison III	City: Garden City State: Idaho Country: USA City: Boise	continue on separate s	sheet if nec	Crew	Revenue Non- Occupant FAA		
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James Middle Initial: Last Name: Harrison III  First Name: Megan Middle Initial: Last Name: Mooney	City: Garden City State: Idaho Country: USA  City: Boise State: Idaho Country: USA	continue on separate s	sheet if nec	Crew	Revenue Non- Occupant FAA		
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James Middle Initial: Last Name: Harrison III  First Name: Megan Middle Initial: Last Name: Mooney  First Name: Sean	City: Garden City State: Idaho Country: USA City: Boise State: Idaho Country: USA City: Chatham	ZIP: <u>83714</u>	sheet if nec	C C	Kevenue Non- Occupant		
PASSENGER(S) / OTHER PERSONNE  Name and Address  First Name: James Middle Initial: Last Name: Harrison III  First Name: Megan Middle Initial: Last Name: Mooney	City: Garden City State: Idaho Country: USA  City: Boise State: Idaho Country: USA	ZIP: <u>83714</u>	sheet if nec	C C	Kevenue Non- Occupant	00000	
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NARRATIVE HISTORY OF FLIGHT (Please type or print in Ink)  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 time and point of departure, intended destination, and services obtained. Please see the attached pilot reports from Mr. Alex Naley and David Rowley.
Please see the attached pilot reports from Mr. Alex Naley and David Rowley.
RECOMMENDATION (How could this accident/incident have been prevented?)
Operator/Owner Safety Recommendation

ADDITIONAL	NFORMATION (Please type or print in ink)		
Use this space if add	itional space is needed for any answers.		
•			
I HEREBY CERTIF	Y THAT THE ABOVE INFORMATION IS COMPLETE AND A	CCURATE TO THE BEST OF I	WY KNOW! EDGE
Date of this Report	Signature and Name of Piles/Operator		
02/11/2013	Signature:  Type or Print Name: Rich Bjelkevig President	· · · · · · · · · · · · · · · · · · ·	<del></del>
mm/dd/yyyy			
	of Person Filing Report if Other than Pilot/Operator		
Signature:			
Type or Print Name:			
Title:			
	FOR NTSB USE ONL	.Y	
NTSB Accident/Incid	lent No. Reviewed by NTSB Regional Office Name of I	nvestigator	Date Report Received

## Mountain Aviation N700FE Incident KSPI 1/31/2014

We had a normal departure out of Madison, WI (KMSN) around 11:57 with Alex Naley as flying pilot and David Rowley as pilot monitoring. The flight continued to Springfield, IL (KSPI), our primary destination, under mostly IFR conditions. There was no icing encountered along the route. However, we did have our anti/de-icing systems activated for the last portion of the flight including approach, go-around, subsequent troubleshooting and the second approach.

As we commenced the approach (ILS 4 KSPI) I called for the gear down and the flaps to mid approximately 2 miles from the final approach fix. We immediately noticed the hydraulic pump in high duty mode (3000 PSI) with no indication of either safe or unsafe on the landing gear indicators. I commenced a go-around at the FAF. The tower instructed us to fly runway heading and maintain 3,000 feet. We ran the after takeoff checklist, declared the emergency and began trouble shooting the problem. We cycled the gear selector several times and observed the same conditions as stated above. We then consulted the emergency gear selection checklist, putting the gear selector in the down position, the hydraulic pump off, pulled the emergency landing selector, then pumping it down successfully with an indication of 3 green/safe lights. We requested field conditions and received Mu ratings of >40 and that the weather was above approach minimums. We instructed the controller we had a three green safe indication and were ready to commence the approach. The controllers asked if we were cancelling the emergency, which we did since the situation appeared to be resolved. We advised the controller that we were ready to do the ILS 04 again.

While on vectors for ILS 04 it was decided to reengage the hydraulic pump, this was to confirm a safe down indication. It would also provide the aircraft with power braking and steering which would be an asset due the conditions. The Hydraulic switch was placed in the 'HYD' position, it was indicating 750psi with no 'HYD PRESS' annunciator. All these indications helped to back up gear light indications of three down and locked.

On the approach we left instrument conditions at 600ft AGL and continued visually to runway 4, during the approach brief Dave and I had discussed landing as slow and soft as practical, which I accomplished. On the deceleration down the runway I attempted to slow the airplane as gradually as possible and was slowed to a walking speed by taxiway Foxtrot. I noticed during the deceleration that my brakes were less responsive than normal and as I began to turn for Foxtrot I noticed the steering was not responsive. I mentioned that the red emergency t-handle being pulled out might be the reason our brakes & steering was unresponsive. As I reached for it the gear collapsed.

At that time Dave and I executed a shut-down/securement of the aircraft and evacuation of the aircraft. Dave ensured that all systems were shut-down and secured while I instructed the passengers to please leave their belongings and congregate in a safe and conspicuous area away from where the emergency services would be arriving. ARFF arrived within 1 minute or so and there was a police officer on the scene very quickly as well. We ensured the well-being of the passengers and ensured the cabin/cockpit was secure after it was apparent there was no post-incident fire. At this point we had the passengers wait in the emergency services vehicle to remain warm. Dave and I contacted the company and arranged with emergency services to contact the airport authority. There was an FAA FSDO on site and they were able to garner their pictures, Dave and I waited at the airport FBO until instructed to go to the hotel for the evening.