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

Nearest City/Place: Majors Airport, Greenville State: TX
ZIP: 75402 Country: U.S.A
Latitude: 33:04 N Longitude: 96:04 W
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 06/12/2019 *mm/dd/yyyy* Local Time: 15:45
Time Zone: Central

Collision with Other Aircraft: ○ Midair ○ On-ground ◉ None

AIRCRAFT INFORMATION

Registration Number: N176TW
Manufacturer: Beechcraft
Model: E-90
Serial Number: LW-0076
Year of Manufacture: 1974
Amateur-Built: ○ Yes ◉ No *If Yes:* ○ Kit/Plans ○ Original Design Make:

☑ **IFR-Equipped and Certified**
☐ **Commercial Space Flight**
☐ **Unmanned Aircraft**

Maximum Gross Weight: 10160 lbs
Weight at Time of Accident/Incident: 9450 lbs
Number of Seats: 8 Flight Crew Seats: 2
Cabin Crew Seats: Passenger Seats: 6
Number of Engines: 2

Category of Aircraft
◉ Airplane
○ Balloon
○ Blimp/Dirigible
○ Glider
○ Gyroplane
○ Helicopter
○ Powered Lift
○ Rocket
○ Ultralight
○ Unknown

Type of Airworthiness Certificate *(Check all that apply)*

Standard	Special
☑ Normal	☐ Restricted
☐ Aerobatic	☐ Limited
☐ Balloon	☐ Provisional
☐ Commuter	☐ Special Flight
☐ Transport	☐ Experimental
☐ Utility	☐ Special Light-Sport
	☐ Experimental Light-Sport

☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear *(Check all that apply)*
☑ Retractable
☑ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Other Launch/Recovery System
☐ None ☐ Unknown

Engine Type *(Select one)*
○ Reciprocating ○ Liquid Rocket
○ Turbo Shaft ○ Solid Rocket
◉ Turbo Prop ○ Hybrid Rocket
○ Turbo Jet ○ None
○ Turbo Fan ○ Unknown
○ Electric

Fuel System Type *(Reciprocating)*
○ Carburetor ○ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. *mm/dd/yyyy*	Rated Power ◉ Horsepower or ○ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Time Since: Overhaul (hours)
Eng. 1	Pratt & Whitney	PT6A-28	PCE 50376		550	12093.2	52.2	5474.9
Eng. 2	Pratt & Whitney	PT6A-28	PCE 51151		500	7642.5	52.2	
Eng. 3								
Eng. 4								

Last Inspection Type
○ 100-Hour ○ Continuous Airworthiness
◉ AAIP ○ Conditional Inspection
○ Annual ○ Unknown

Date Last Inspection: 01/14/2018 *mm/dd/yyyy*
Airframe Total Time: 11400.4 hrs
hours measured at *(Select one)*
◉ Last Inspection ○ Time of Accident/Incident

Type of Maintenance Program *(Select one)*
○ Annual
○ Conditional (Amateur-built only)
○ Manufacturer's Inspection Program
◉ Other Approved Inspection Program (AAIP)
○ Continuous Airworthiness
○ Other, specify:

Description of Fire Extinguishing System
◉ None
○ Specify:

Propeller 1 ○ Fixed Pitch ◉ Controllable Pitch ○ Ground Adjustable
Manufacturer: McCauley
Model: 4HFR34C762-1/94LMA4

Propeller 2 ○ Fixed Pitch ◉ Controllable Pitch ○ Ground Adjustable
Manufacturer: McCauley
Model: 4HFR34C762-1/94LMA4

ELT Installed: ◉ Yes ○ No
If Yes:
ELT Manufacturer: EBC
Model or Part No.: EBC406-AF
TSO No.: ○ C91 (121.5 MHz) ○ C91a (121.5 MHz) ◉ C126 (406 MHz)
Was ELT still mounted in aircraft? ◉ Yes ○ No
Was ELT still connected to antenna? ◉ Yes ○ No
Did ELT Activate? ○ Yes ◉ No
If activated:
Did ELT Aid in Locating Aircraft: ○ Yes ○ No
If not activated:
Indicate Reason: ☐ Impact Damage ☐ Fire Damage ☐ Battery Expired/Damaged ☐ Unknown

Additional Equipment *(Check all that apply)*
☐ ADS-B
☐ Airframe Parachute
☐ Angle of Attack Indicator
☑ Autopilot
☐ Data Recorder
☑ Electronic Flight Bag or Handheld Device
☐ Electronic Multifunction Display
☐ Electronic Primary Flight Display
☐ Handheld GPS
☐ Heads Up Display
☐ Onboard Weather
☐ Satellite Tracking Device
☑ Stall Warning System
☐ Video Recording Device
☐ Other, Specify:

OWNER/OPERATOR INFORMATION

Registered Aircraft Owner

Name: Sierra American Corp.

Fractional Ownership Aircraft: ○ Yes ◉ No

City: Wilmington

State: DE ZIP: 19808

Country: U.S.A.

Operator of Aircraft ☐ *Same As Registered Owner* ☐ *Same Address as Registered Owner*

Name: Ameristar Jet Charter, Inc.

Doing Business As:

Air Carrier/Operator Designator (4 Character Code): HAEA

City: Addison

State: TX ZIP: 75001

Country: U.S.A.

Operating Certificates Held *(Check all that apply)*

☐ None
☐ Flag Carrier Operating Certificate (FAR 121)
☐ Supplemental
☐ Air Cargo
☐ Foreign Air Carriers (FAR 129)
☐ Rotorcraft External Load (FAR 133)
☐ Commuter Air Carrier (FAR 135)
☑ On-Demand Air Taxi (FAR 135)
☐ Commercial Air Tour (FAR 136)
☐ Agricultural Aircraft (FAR 137)
☐ Pilot School (FAR 141)
☐ Certificate of Authorization or Waiver (COA)
☐ Commercial Space Transportation Experimental Permit
☐ Commercial Space Transportation License
☐ Other Operator of Large Aircraft

Regulation Flight Conducted Under

◉ FAR 91 ○ FAR 129 ○ FAR 415
○ FAR 103 ○ FAR 133 ○ FAR 431
○ FAR 121 ○ FAR 135 ○ FAR 435
○ FAR 125 ○ FAR 137 ○ FAR 437

○ FAR 91 Special Flight
○ Non-US, Commercial
○ Non-US, Non-commercial

○ Public Aircraft *(Select one)*
○ Armed Forces
○ Federal
○ State
○ Local

○ Unknown

Revenue Operation for FAR 121, 125, 129, 135 *(Select one for each group)*

○ Scheduled or Commuter ○ Domestic
○ Non-Scheduled or Air Taxi ○ International

○ Passenger
○ Cargo
○ Mail Contract Only

Purpose of Flight for FAR 91, 103, 133, 137 *(Select one)*

○ Aerial Application ○ Firefighting ○ Unknown
○ Aerial Observation ○ Flight Test
○ Air Drop ○ Glider Tow
○ Air Race/Show ◉ Instructional
○ Banner Tow ○ Other Work Use
○ Business ○ Personal
○ Executive/Corporate ○ Positioning
○ External Load ○ Skydiving
○ Ferry

Revenue Sightseeing Flight

○ Yes ◉ No

Air Medical Flight

○ Yes ◉ No

AIRPORT INFORMATION (Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)

Airport Name: Majors

Airport Identifier: KGVT

Proximity to Airport: ○ Off Airport/Airstrip ◉ On Airport/Airstrip ○ N/A

Distance From Airport Center: 0 sm

Direction From Airport: degrees true

Airport Elevation: 535 ft. msl

Runway Information

Runway ID: 35 (L/R/C) Length: 8030 ft Width: 150 ft

Runway/Landing Surface *(Check all that apply)*

☑ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood
☐ Dirt ☐ Ice ☐ Snow ☐ Unknown

Condition of Runway/Landing Surface *(Check all that apply)*

☑ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☐ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft
☐ Slush-Covered ☐ Vegetation ☐ Unknown

Approach/Departure Segment *(Select one)*

○ Taxi ○ VFR Departure ○ On Instrument Approach ○ Downwind ○ Low Approach
◉ Takeoff ○ IFR Departure Procedure/Clearance ○ Landing ○ Base ○ Go Around
○ Initial Climb ○ Final ○ Aborted Landing (after touchdown)
○ Crosswind ○ Unknown

IFR Approach *(Check all that apply)*

☑ None

☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice
☐ SDF ☐ Sidestep ☐ LDA ☐ GPS
☐ VOR/TVOR ☐ ILS ☐ ASR
☐ VOR/DME ☐ Localizer Only ☐ Visual
☐ TACAN ☐ LOC-back course ☐ Contact
☐ RNAV ☐ Circling
☐ Unknown

VFR Approach *(Check all that apply)*

☐ None

☐ Traffic Pattern ☐ Stop and Go
☐ Straight-In ☑ Touch and Go
☐ Valley/Terrain Following ☐ Simulated Forced Landing
☐ Go Around ☐ Forced Landing
☐ Full Stop ☐ Precautionary Landing
☐ Unknown

"FLIGHT CREWMEMBER 1" INFORMATION

"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident

○ Pilot ○ Co-Pilot ○ Student Pilot ◉ Flight Instructor ○ Check Pilot ○ Flight Engineer ○ Other Flight Crew

"Flight Crewmember 1" was pilot flying ☐ Yes ☑ No

"Flight Crewmember 1" Identification

First Name: Jonathan
Middle Initial: M
Last Name: Gentile
City of Residence: Lewisville
State: TX ZIP: 75067
Country: U.S.A.
Age at time of Accident/Incident: 38 Date of Birth: [redacted] *mm/dd/yyyy*
Certificate Number: [redacted]

Degree of Injury
◉ None ○ Fatal
○ Minor ○ Unknown
○ Serious

Seat Occupied
○ Left ○ Front ○ Unknown
◉ Right ○ Rear
○ Center ○ Single

Restraint Type

Available	Used
○ None	○ None
○ Lap only	○ Lap only
○ 3-point	○ 3-point
◉ 4-point	◉ 4-point
○ 5-point	○ 5-point
○ Unknown	○ Unknown

Inflatable Restraints
☑ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) *(Check all that apply)*
☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☑ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation
◉ Pilot
○ Other
○ Unknown

Medical Certificate
○ None ○ Class 3
◉ Class 1 ○ Driver's License (Sport Pilot only)
○ Class 2 ○ Unknown

Medical Certificate Validity
○ Without limitations/waivers ○ Unknown
◉ With limitations/waivers ○ N/A
○ Special Issuance

Date of Last Medical
10/08/2018
mm/dd/yyyy

Medical Certificate Limitations
Must wear corrective lenses

Medical Certificate Special Issuance

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 03/13/2019 *mm/dd/yyyy*

Flight Review Aircraft
Make: Beechcraft
Model: BE20

Airplane Rating(s) *(Check all that apply)*
☐ None
☑ Single-Engine Land
☐ Single-Engine Sea
☑ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s) *(Check all that apply)*
☑ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s) *(Check all that apply)*
☐ None
☑ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s) *(Check all that apply)*
☑ None
☐ Airplane Single-Engine
☐ Airplane Multi-Engine
☐ Gyroplane
☐ Powered Lift
☐ Instrument Airplane
☐ Instrument Helicopter
☐ Helicopter
☐ Glider
☐ Sport

Type Ratings
DA-20; LR-JET

Student Endorsements *(Include dates)*

Flight Time *(Enter appropriate number of hours in each box)*	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	8,094	112	2,330	5,764	3,871	537	101			
Pilot in Command (PIC)	5,668	102	2,046	3,626	2,876	497	9			
Time as Instructor	496	8	488	8	40	5				
This Make/Model					34	3				
Last 90 Days	32	12		32	6					
Last 30 Days	7	4		7						
Last 24 Hours										

"FLIGHT CREWMEMBER 2" INFORMATION

"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident

◉ Pilot ○ Co-Pilot ○ Student Pilot ○ Flight Instructor ○ Check Pilot ○ Flight Engineer ○ Other Flight Crew

"Flight Crewmember 2" was pilot flying ☑ Yes ☐ No

"Flight Crewmember 2" Identification

First Name: Michael
Middle Initial: C
Last Name: Sommerfeld
Age at time of Accident/Incident: 64 Date of Birth: [redacted] *mm/dd/yyyy*
Certificate Number: [redacted]

City of Residence: The Colony
State: TX ZIP: 75056
Country: U.S.A.

Degree of Injury
◉ None ○ Fatal ○ Minor ○ Unknown ○ Serious

Seat Occupied
◉ Left ○ Front ○ Unknown ○ Right ○ Rear ○ Center ○ Single

Restraint Type

Available	Used
○ None	○ None
○ Lap only	○ Lap only
○ 3-point	○ 3-point
◉ 4-point	◉ 4-point
○ 5-point	○ 5-point
○ Unknown	○ Unknown

Inflatable Restraints
☑ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown

Pilot Certificate(s) *(Check all that apply)*
☐ None ☑ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☑ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation
◉ Pilot ○ Other ○ Unknown

Medical Certificate
○ None ○ Class 3 ◉ Class 1 ○ Driver's License (Sport Pilot only) ○ Class 2 ○ Unknown

Medical Certificate Validity
○ Without limitations/waivers ○ Unknown ○ With limitations/waivers ○ N/A ◉ Special Issuance

Date of Last Medical
12/27/2018 *mm/dd/yyyy*

Medical Certificate Limitations
Must wear corrective lenses. Not valid for any class after 12/31/2019

Medical Certificate Special Issuance
Type II diabetes, hypertension

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 02/27/2019 *mm/dd/yyyy*

Flight Review Aircraft
Make: Dassault
Model: DA-20

Airplane Rating(s) *(Check all that apply)*
☐ None ☑ Single-Engine Land ☐ Single-Engine Sea ☑ Multiengine Land ☐ Multiengine Sea

Other Aircraft Rating(s) *(Check all that apply)*
☑ None ☐ Airship ☐ Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift

Instrument Rating(s) *(Check all that apply)*
☐ None ☑ Airplane ☐ Helicopter ☐ Powered Lift

Instructor Rating(s) *(Check all that apply)*
☐ None ☑ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☑ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport

Type Ratings
DA-20; LR-45; LR-JET

Student Endorsements *(Include dates)*

Flight Time *(Enter appropriate number of hours in each box)*	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	7,226	200	493	6,522	1,716	1,279	90			
Pilot in Command (PIC)	4,438	180	343	3,260	858	640	90			
Time as Instructor	465		150	315	250		50			
This Make/Model										
Last 90 Days	11	3		11	3	1				
Last 30 Days	9	3		9	2	1				
Last 24 Hours										

ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)

Crew Name and Address

First Name: ____________ City of Residence: ____________
Middle Initial: ______ State: ________ ZIP: ________
Last Name: ____________ Country: ____________

Seat Occupied
○ Left ○ Center ○ Right ○ Front ○ Rear ○ Single ○ Unknown

Injury
○ None ○ Minor ○ Serious ○ Fatal ○ Unknown

Pilot Certificate(s) *(Check all that apply)*
☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign

Restraint Type:
Available ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Used ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown

Inflatable Restraints
☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown

Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No

Total Flight Time at the Time of this Accident/Incident: ________hrs

Crew Name and Address

First Name: ____________ City of Residence: ____________
Middle Initial: ______ State: ________ ZIP: ________
Last Name: ____________ Country: ____________

Seat Occupied
○ Left ○ Center ○ Right ○ Front ○ Rear ○ Single ○ Unknown

Injury
○ None ○ Minor ○ Serious ○ Fatal ○ Unknown

Pilot Certificate(s) *(Check all that apply)*
☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign

Restraint Type:
Available ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Used ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown

Inflatable Restraints
☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown

Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No

Total Flight Time at the Time of this Accident/Incident: ________hrs

PASSENGER(S) / OTHER PERSONNEL (Include cabin crew; continue on separate sheet if necessary)

Name and Address | **Seat** | **Injury** | **Restraint Type** | **Inflatable Restraints** | **Age**

First Name: Richard City: Plano
Middle Initial: E State: TX ZIP: 75074
Last Name: Porter Country: U.S.A.
⦿ Crew ○ Passenger ○ Other

Seat: ○ Left ○ Center ⦿ Right ○ Unknown Row: 1
Injury: ⦿ None ○ Minor ○ Serious ○ Fatal ○ Unknown
Restraint Type — Available: ○ None ⦿ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Used: ○ None ⦿ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Inflatable Restraints: ☑ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Age: ☐ Under 5 years. *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown

First Name: ________ City: ________
Middle Initial: ______ State: ____ ZIP: ______
Last Name: ________ Country: ________
○ Crew ○ Passenger ○ Other

Seat: ○ Left ○ Center ○ Right ○ Unknown Row: ___
Injury: ○ None ○ Minor ○ Serious ○ Fatal ○ Unknown
Restraint Type — Available: ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Used: ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Inflatable Restraints: ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Age: ☐ Under 5 years. *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown

First Name: ________ City: ________
Middle Initial: ______ State: ____ ZIP: ______
Last Name: ________ Country: ________
○ Crew ○ Passenger ○ Other

Seat: ○ Left ○ Center ○ Right ○ Unknown Row: ___
Injury: ○ None ○ Minor ○ Serious ○ Fatal ○ Unknown
Restraint Type — Available: ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Used: ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Inflatable Restraints: ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Age: ☐ Under 5 years. *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown

First Name: ________ City: ________
Middle Initial: ______ State: ____ ZIP: ______
Last Name: ________ Country: ________
○ Crew ○ Passenger ○ Other

Seat: ○ Left ○ Center ○ Right ○ Unknown Row: ___
Injury: ○ None ○ Minor ○ Serious ○ Fatal ○ Unknown
Restraint Type — Available: ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Used: ○ None ○ Lap Only ○ 3-point ○ 4-point ○ 5-point ○ Unknown
Inflatable Restraints: ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Age: ☐ Under 5 years. *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown

FLIGHT ITINERARY INFORMATION

Last Departure Point
Airport ID: KADS
City: Addison
State: TX
Country: U.S.A.

Time of Departure
Time: 1300
Time Zone: Central

Destination
Airport ID: KADS
City: Addison
State: TX
Country: U.S.A.

Type Flight Plan Filed
○ None ○ VFR/IFR
◉ Company VFR ○ IFR
○ Military VFR ○ Unknown
○ VFR
Activated? ◉Yes ○No ○Unknown

Type of ATC Clearance/Service *(Check all that apply)*
☐ None ☐ Special VFR ☐ Special IFR ☑ VFR Flight Following ☐ Cruise
☐ VFR ☐ IFR ☐ VFR On Top ☑ Traffic Advisory ☐ Unknown / NA

Airspace where the accident/incident occurred *(Check all that apply)*
☐ Class A ☐ Class G ☐ Military Operations Area (MOA) ☐ Special
☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area
☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown
☑ Class D ☐ Prohibited Area ☐ TRSA
☐ Class E ☐ Restricted Area ☐ FAR 93

Altitude of In-Flight Occurrence: _____ ft msl

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information *(Check all that apply)*
☑ National Weather Service ☐ Company
☐ Flight Service Station ☐ Military
☐ TV/Radio ☑ Internet
☑ Automated Report ☐ None
☐ Commercial Weather Service (DUATS) ☐ Unknown
☐ On-Board Weather

Weather Observation Facility
Facility ID: KGVT
Observation Time: 14:35
Time Zone: Central
Distance from Accident Site: 0 nm
Direction from Accident Site: _____ degrees true

Basic Conditions
◉ VMC
○ IMC
○ Unknown

Light Condition
○ Dawn ○ Dusk ○ Dark Night ○ Unknown
◉ Day ○ Night ○ Bright Night

Sky/Lowest Cloud Condition
◉ Clear ○ Thin Broken
○ Few ○ Thin Overcast
○ Partial Obscuration ○ Unknown
○ Scattered

Lowest Cloud Condition Height
_____ ft agl

Ceiling
◉ None (Clear) ○ Obscured
○ Broken ○ Indefinite
○ Overcast ○ Unknown

Ceiling Height
_____ ft agl

Temperature: 30 (C) or _____ (F)
Dew Point: 16 (C) or _____ (F)
Altimeter Setting: 30.00 in. Hg
or _____ MB

Wind Direction
☐ Variable
-or-
Direction: 290 degrees true

Wind Speed
☐ Calm
☐ Light and Variable
-or-
Speed: 8 kts

Wind Gusts
☑ Not Gusting
-or-
Speed: _____ kts

Visibility 10 miles
RVR: _____ feet
RVV: _____ miles
Density Altitude: 2328 ft

Intensity of Precipitation
○ Light
○ Moderate
○ Heavy
◉ N/A
○ Unknown

Type of Precipitation *(Check all that apply)*
☑ None ☐ Drizzle ☐ Freezing Rain
☐ Rain ☐ Ice Pellets ☐ Snow Shower
☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower
☐ Hail ☐ Snow Grains ☐ Freezing Drizzle
☐ Rain Showers ☐ Ice Crystals

Restriction to Visibility *(Check all that apply)*
☑ None ☐ Fog
☐ Blowing Dust ☐ Ground Fog
☐ Blowing Sand ☐ Haze
☐ Blowing Snow ☐ Ice Fog
☐ Blowing Spray ☐ Smoke
☐ Dust ☐ Unknown

Icing Forecast

Amount	Type
◉ None	◉ N/A
○ Trace	○ Rime
○ Light	○ Clear
○ Moderate	○ Mixed
○ Severe	○ Unknown
○ Unknown	

Icing Actual

Amount	Type
◉ None	◉ N/A
○ Trace	○ Rime
○ Light	○ Clear
○ Moderate	○ Mixed
○ Severe	○ Unknown
○ Unknown	

Turbulence
Type *(Check all that apply)*
☑ None
☐ Clear Air
☐ Terrain-Induced
☐ Convective Turbulence

Severity
☐ Light
☐ Moderate
☐ Severe
☐ Extreme

NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:
See Attached

DAMAGE TO AIRCRAFT AND OTHER PROPERTY

Aircraft Damage		Aircraft Fire		Aircraft Explosion	
○ None	◉ Substantial	◉ None	○ Both Ground and In-Flight	◉ None	○ Both Ground and In-Flight
○ Minor	○ Destroyed	○ In-Flight	○ Fire at Unknown Time	○ In-Flight	○ Explosion at Unknown Time
	○ Unknown	○ On-Ground	○ Unknown	○ On-Ground	○ Unknown

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

Once the lower gear section separated on takeoff it struck the runway then bounced up striking the RH Horizontal Stabilizer just forward of the elevator outboard attach point. The upper skin of the stabilizer is buckled and the elevator is binding on the damaged skin of the stab.

Jerry Hornback
Director of Maintenance

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 departure time and and location, services obtained, and intended destination. Provide as much detail as possible.

See Attached Statements from Jonathan Gentile, Michael Sommerfeld, and Richard Porter.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

Replace the the cast aluminum upper torque knee with the steel version of the part.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)

Was there Mechanical Malfunction/Failure? ☑ Yes ☐ No

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

RH Main Landing gear, Beechcraft, 50-810304-680, N/S/N,
Lower portion of the Gear, Piston/Axle/Brake/Wheel Assembly detached from the upper cylinder.

Total Time/Cycles On Part

_____ Hours

_____ Cycles

Time Since This Part Inspected/Overhauled

104.3 Hours

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff
(Convert from pounds, as necessary)

380 departing KADS Gallons

Fuel Type

○ 80/87	○ 115/145	○ Jet B	○ Other, specify _____
○ 100 Low Lead	◉ Jet A	○ JP8	
○ 100/130	○ Jet A-1	○ Automotive	

Other Services, if Any, Prior to Departure

Aircraft towed out of hanger to ramp.

EVACUATION OF AIRCRAFT

Was an emergency evacuation of the aircraft performed? ☐ Yes ☑ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

All occupants exited through the main cabin airstair entrance door.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for *other* aircraft)

Aircraft Registration Number _____

Manufacturer: _____

Model: _____

Damage to Other Aircraft
☐ Destroyed ☐ Minor
☐ Substantial ☐ None

Registered Owner of Other Aircraft

Name: _____
City: _____
State: _____ ZIP: _____
Country: _____

Pilot of Other Aircraft

Name: _____
City: _____
State: _____ ZIP: _____
Country: _____

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report	Name of Pilot/Operator: Jonathan Gentile / Ameristar Jet Charter
06/19/2019 *mm/dd/yyyy*	Signature: [redacted]
	-- or -- ☐ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: Jahaziah S. Webb Title: Director of Operations

Signature: [redacted]

-- or -- ☐ Check here to electronically sign this document

FOR NTSB USE ONLY

NTSB Accident/Incident No.	Reviewed by NTSB Regional Office	Name of Investigator	Date Report Received
CEN19LA166	CEN	Sauer	06/19/19

While conducting a part 91 training flight the lower right main landing gear separated from the aircraft and impacted the horizontal stabilizer upon rotation following a touch and go. I was the Pilot in Command (PIC) giving instruction from the right seat, Michael Sommerfeld was the pilot flying. Richard Porter was seated in the main cabin with the intent of receiving instruction during the second half of the flight. During a touch and go the aircraft accelerated and tracked the centerline normally. Reaching Vr (95 KIAS) the aircraft pulled slightly to the left, Michael corrected then rotated. As the aircraft was leaving the ground there was a bang from under the aircraft. Michael commented that it felt like a brake was dragging for a second and stated that he did not apply any force to the brake peddle. We suspected the bang was a blown tire so decided to leave the gear extended and return to our home airport of Addison (KADS). We asked Greenville Majors (KGVT) tower if they observed any tire smoke during our takeoff and they responded that they did not.

Approaching KADS I took control of the aircraft for the approach and landing. On approach I noticed a very slight bind in the elevator around the netural/ mid travel location. As we slowed down to the threshold speed (97 KIAS) and began to flare the bind became more apparent and resulted in me over controlling the aircraft and ballooning. I elected to abort the landing attempt and go around. We notified KADS tower we were going around and they told us we did not appear to have one of our landing gear down. We conducted several low approaches and received conflicting reports on the severity of the landing gear problem. Tower said the gear did not appear to be down, other aircraft and facilities on the ground variously reported a missing tire, no landing gear visible, or parts of the gear structure down.

We elected to depart the KADS airport area to burn off fuel, consult the Quick Reference Handbook (QRH), and coordinate with the company operations and maintenance personal. I transferred control of the aircraft back to Michael. The three green GEAR DOWN indicator lights were illuminated, the red GEAR UNLOCKED light was not illuminated. We attempted to retract the landing gear in accordance with the recommendations of the QRH. The three green GEAR DOWN indicator lights remained illuminated and the electric gear motor could not be heard. Regional approach was vectoring us to the North and they requested a nearby Cirrus to conduct a visual inspection. The Cirrus reported that they could not see a landing gear on the right side. I asked Richard if he could see any visible damage to the aircraft, he said there was none visible.

We contacted our company's Director of Maintenance and informed him of our current situation and asked for advice. The companies vice president contacted us, and suggested Fort Worth Alliance (AFW) as a suitable landing location. We were unsure if we were just missing a tire, wheel, part of the landing gear, or the entire landing gear so we asked the company if they could contact KGVT to determine if debris was left on the runway so we could get a better idea of the extent of the gear problem. We still had approximately 2 1/2 to 3 hours of fuel and decided to fly to KGVT and contact the tower directly. We asked KGVT tower if they could search the runway for possible debris, they reported finding the entire right landing gear on the runway.

We told regional approach that we intended to burn off fuel and intended to land KAFW as suggested by our company. We circled west of KAFW burning off fuel and reviewing the emergency procedures. Richard secured the cabin in preparation for landing. ATC requested that we give them 20 minutes notice prior to our landing attempt at KAFW. We formally declared an emergency and requested the emergency equipment to be prepared for our arrival.

We accomplished all of the emergency checklist items with the exception of the final 5 items to shut down and secure the aircraft. We briefed that I would fly the approach and attempt to land left of the centerline, Michael would shut down and secure the aircraft on short final following my command to do so. During the approach to land I maintained an approach speed of 111 KIAS until approximately 150-200 feet AGL where I reduced the power to idle and asked Michael to shutdown the engines. One of the condition levers hung up on the guard as Michael was moving them to cutoff which resulted in one engine shutting down 2-3 seconds prior to the other. I corrected the brief yaw and roll moment and landed on the left main and nose wheel. I held the right side off of the ground as long as possible. The aircraft slid to a rest on the runway. Michael had secured the engines and electrical power to the aircraft. No fire was observed after landing. The fire department began spraying the aircraft with foam shortly after we came to a rest. We delayed exiting the aircraft until they had finished spraying foam. There were no injuries.

During a routine training flight, touch and go operations being conducted, I was the flying pilot, Jonathan Gentile was in the right seat as the instructor and PIC. The landing was normal, but when the takeoff was initiated, a few seconds prior to Vr, a momentary yaw to the left occurred as if braking was applied. I quickly corrected back to center line and at 95 KIAS, rotated to takeoff attitude. At that moment there was a dragging sensation from the right main tire followed by a very pronounced impact sound which sounded more towards the rear of the aircraft. While maintaining the initial climb at blue line speed of 111KIAS, I told Jon that I did not like what just happened and suggested that the gear remain in the down position for which it was mutually agreed upon. I further queried if we should request a low pass by the KGVT (Greenville) tower for visual verification of any irregularity with the landing gear. Jon contacted KGVT tower asking if they observed anything unusual on the takeoff, smoke or anything and the replied in the negative. We both mutually decided/agreed that we should head back to KADS.

As we neared KADS (Dallas Addison), I transferred aircraft control to Jon for our initial landing attempt at KADS. On entry to the final landing approach phase to RWY 33, Jon reported the aircraft began to oscillate "porpoise" , destabilizing the aircraft for which an immediate go around was initiated. During the initiation of the go around, KADS tower advised that the right main landing gear appeared not to be down. A low fly by was requested and approved. KADS tower confirmed the appearance of the right main landing gear not being down but could not give solid feedback as to what exactly it was. A second flyby was requested and approved with KADS tower requesting an aircraft at the departure end of RWY 33 to observe as well. There were conflicting reports between the tower and the other aircraft and the problem could not be definitively determined. The tower was advised that we would depart to the north to further evaluate the problem which was approved and we were handed off to regional departure control for further flight following and assistance. A Cirrus aircraft was close to our position and departure control asked this pilot if she could fly underneath and inspect the right main gear. While holding a heading and altitude, the Cirrus pilot confirmed that there was only a strut tube and nothing else. The entire lower assembly was missing.

While relaying this information to departure control, we requested to fly towards KGVT and contact the tower there. KGVT tower replied that they had retrieved the right main gear lower strut and wheel/brake assembly. It was mutually agreed between Jon and I as well as being in contact with the company Director of Operations and Director of Maintenance that KAFW would be our alternate airport for landing due to the long/wide runways and better ARFF apparatus on hand. To expedite the fuel burn off, the aircraft was fully landing configured and airspeed was maintained between 120-140 KIAS as well as for consideration for the indication of flight control damage. We remained within 5-10 miles of KAFW in assigned east/west visual hold by ATC. Also during this time, repeated and thorough emergency checklist items were reviewed/briefed/discussed as well as workload assignments during the final approach/landing. It was decided that Jon would perform the final approach and landing and that I would perform the final checklist items, since two of the tasks were on my side being in the left seat... the FUEL SHUTOFF VALVES and the BATTERY/GENERATORS GANG BAR. The remaining checklist items were accomplished in this order... POWER LEVERS-IDLE... CONDITION LEVERS –CUTOFF...PROPELLERS-FEATHER. While moving the condition levers to cutoff, the right engine condition lever momentarily

stuck in the low idle detent causing a momentary yaw, which Jon successfully corrected for. All other remaining final checklist items were accomplished in rapid successful order. The landing was uneventfully accomplished with minimal damage occurring other than the right main landing gear.