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: McMinnville State: OR
ZIP: 97128 Country: USA
Latitude: 45.19°N Longitude: 123.13°W
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 04/26/2019 *mm/dd/yyyy* Local Time: 16:30
Time Zone: pst

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

AIRCRAFT INFORMATION

Registration Number: N367PA
Manufacturer: Guimbal
Model: Cabri G2
Serial Number: 1108
Year of Manufacture:
Amateur-Built: ○ Yes ◉ No *If Yes:* ○ Kit/Plans ◉ Original Design Make:

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

Maximum Gross Weight: 1543 lbs
Weight at Time of Accident/Incident: 1432 lbs
Number of Seats: 2 Flight Crew Seats: 2
Cabin Crew Seats: 0 Passenger Seats: 0
Number of Engines: 1

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	Lycoming	O-360-J2A			145 MCP	1733	46	n/a
Eng. 2								
Eng. 3								
Eng. 4								

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

Date Last Inspection: 04/26/2019 *mm/dd/yyyy*
Airframe Total Time: 1733.3 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: Small Hand Held

Propeller 1 ○ Fixed Pitch ○ Controllable Pitch ○ Ground Adjustable
Manufacturer:
Model:

Propeller 2 ○ Fixed Pitch ○ Controllable Pitch ○ Ground Adjustable
Manufacturer:
Model:

ELT Installed: ◉ Yes ○ No
If Yes:
ELT Manufacturer: Kannad
Model or Part No.:
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: Precision Flight Training INC

Fractional Ownership Aircraft: ○ Yes ○ No

City: Newberg

State: OR ZIP: 97132

Country: USA

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

Name:

Doing Business As:

Air Carrier/Operator Designator (4 Character Code):

City:

State: ZIP:

Country:

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: McMinnville Municipal Airport

Airport Identifier: KMMV

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

Distance From Airport Center: 0 sm

Direction From Airport: degrees true

Airport Elevation: 163 ft. msl

Runway Information

Runway ID: 17 (L/R/C) Length: 4340 ft Width: 75 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: Lars
Middle Initial: E
Last Name: Mehlum
City of Residence: Eugene
State: Oregon ZIP: 97402
Country: USA
Age at time of Accident/Incident: 28 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
05/21/2018 *mm/dd/yyyy*

Medical Certificate Limitations

Medical Certificate Special Issuance

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 02/15/2019 *mm/dd/yyyy*
FAR 141

Flight Review Aircraft
Make: Guimbal
Model: Cabri G2

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

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	728.9	457.9	6.1	0	47.6	0	54.6	716.1	0	0
Pilot in Command (PIC)	625.4	457.9	0	0	42.6	0	54.6	625.4	0	0
Time as Instructor	398.3	398.3	0	0	27.5	0	0	398.3	0	0
This Make/Model					27.5	0	5.6			
Last 90 Days	113.2	96.7	5.2	0	4.1	0	0	108.0	0	0
Last 30 Days	55.2	43.9	0	0	0	0	0	55.2	0	0
Last 24 Hours	3.9	3.9	0	0	0	0	0	3.9	0	0

"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: Andrew
Middle Initial: S
Last Name: Moorhouse
Age at time of Accident/Incident: 51 Date of Birth: [redacted] *mm/dd/yyyy*
Certificate Number: [redacted]

City of Residence: Buckland
State: Oxfordshire ZIP: SN7 8PY
Country: England

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
02/20/201 *mm/dd/yyyy*

Medical Certificate Limitations
Wear corective lenses & carry spare pair of glasses

Medical Certificate Special Issuance

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 04/07/2019 *mm/dd/yyyy*

Flight Review Aircraft
Make: Aerospatiale
Model: SA341 Gazelle

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
Guimbal Cabri G2
Eurocopter H125
Robinson R44
Aerospatiale SA341/342 Gazelle

Student Endorsements *(Include dates)*
n/a

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	3359.3	2189	0	0	7	0	16.3	3359.3	0	0
Pilot in Command (PIC)	3303	2180	0	0	7	0	0	3303	0	0
Time as Instructor	2299	2055	0	0	0	0	110	2299	0	0
This Make/Model					0	0	0			
Last 90 Days	114	94	0	0	0	0	0	114	0	0
Last 30 Days	53	48	0	0	0	0	0	53	0	0
Last 24 Hours	7	7	0	0	0	0	0	7	0	0

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

O Left O Center O Right O Front O Rear O Single O Unknown

Injury

O None O Minor O Serious O Fatal O 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	**Used**
O None	O None
O Lap Only	O Lap Only
O 3-point	O 3-point
O 4-point	O 4-point
O 5-point	O 5-point
O Unknown	O 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

O Left O Center O Right O Front O Rear O Single O Unknown

Injury

O None O Minor O Serious O Fatal O 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	**Used**
O None	O None
O Lap Only	O Lap Only
O 3-point	O 3-point
O 4-point	O 4-point
O 5-point	O 5-point
O Unknown	O 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: ________ City : ________ Middle Initial: ______ State: ____ ZIP: ______ Last Name: ________ Country: ________ O Crew O Passenger O Other	O Left O Center O Right O Unknown Row: ____	O None O Minor O Serious O Fatal O Unknown	**Available** / **Used** O None / O None O Lap Only / O Lap Only O 3-point / O 3-point O 4-point / O 4-point O 5-point / O 5-point O Unknown / O Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* O Child Restraint O Lap-Held O Unknown
First Name: ________ City : ________ Middle Initial: ______ State: ____ ZIP: ______ Last Name: ________ Country: ________ O Crew O Passenger O Other	O Left O Center O Right O Unknown Row: ____	O None O Minor O Serious O Fatal O Unknown	**Available** / **Used** O None / O None O Lap Only / O Lap Only O 3-point / O 3-point O 4-point / O 4-point O 5-point / O 5-point O Unknown / O Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* O Child Restraint O Lap-Held O Unknown
First Name: ________ City : ________ Middle Initial: ______ State: ____ ZIP: ______ Last Name: ________ Country: ________ O Crew O Passenger O Other	O Left O Center O Right O Unknown Row: ____	O None O Minor O Serious O Fatal O Unknown	**Available** / **Used** O None / O None O Lap Only / O Lap Only O 3-point / O 3-point O 4-point / O 4-point O 5-point / O 5-point O Unknown / O Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* O Child Restraint O Lap-Held O Unknown
First Name: ________ City : ________ Middle Initial: ______ State: ____ ZIP: ______ Last Name: ________ Country: ________ O Crew O Passenger O Other	O Left O Center O Right O Unknown Row: ____	O None O Minor O Serious O Fatal O Unknown	**Available** / **Used** O None / O None O Lap Only / O Lap Only O 3-point / O 3-point O 4-point / O 4-point O 5-point / O 5-point O Unknown / O Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* O Child Restraint O Lap-Held O Unknown

FLIGHT ITINERARY INFORMATION

Last Departure Point
Airport ID: kmmv
City: McMinnville
State: OR
Country: USA

Time of Departure
Time: 16:00
Time Zone: PST

Destination
Airport ID: KMMV
City: McMinnville
State: OR
Country: USA

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: 0 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: kmmv ASOS
Observation Time: 16:02
Time Zone: pst
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
3000 ft agl

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

Ceiling Height
_____ ft agl

Temperature: 22 (C) or 72 (F)
Dew Point: 16 (C) or 62 (F)
Altimeter Setting: 30.08 in. Hg
or _____ MB

Wind Direction
☑ Variable
-or-
Direction: _____ degrees true

Wind Speed
☐ Calm
☑ Light and Variable
-or-
Speed: _____ kts

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

Visibility +6 miles
RVR: _____ feet
RVV: _____ miles
Density Altitude: 804 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:

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)*

Main rotor blade damage, tail boom, left side, left door.

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.

Andy Moorhouse and I (Lars Mehlum) had completed the training to be conducted in the T2 flight of the Guimbal factory instructor standardization course in Helicopter 367PA. Per Nigel's suggestion, I sat in the right seat to help gain confidence, and solidify my sight picture due to my lack of experience from the Pilot side of the aircraft. After completing three full down Autorotations established in the alpha pattern parallel runway 22 at the McMinnville Municipal Airport we decided to transition to a pattern based on the Delta taxiway parallel runway 17. After the transition to Delta and flying one more full down autorotation to the Delta taxiway I flew the aircraft to the right downwind of runway 17 to 600 feet AGL and approximately 80 kt IAS. Andy and I both decided it would be better to use the runway as traffic was now permitting for our next maneuver of a right 180 degree turning autorotation. The previous maneuver my airspeed was too slow in the right-hand turn, Andy asked that I try to maintain more speed through the turn in the next full down. This comment from Andy was made just before I entered the maneuver. I entered the 180 right turning full down focusing on having more speed through the turn. My decent rate increased due to the speed. Andy commented that as I rolled out of the turn on to the centerline of runway 17 that the speed was great. Feeling fast I began to friar the aircraft to arrest the ground speed and build NR (rotor RPM) in preparation for the landing. During the flair portion of the maneuver, I noticed the helicopter sinking due to our height AGL I decided to level the aircraft to not strike the tail on the runway. We touched down skids level 500 feet prior to the delta two intersections of runway 17 with substantial ground speed. After cushioning by raising the collective fully for the landing NR was at the bottom of the green arc(515 rpm). At this point, the helicopters started to slightly drift to the right at which point I controlled full left cyclic and full left pedal to try and maintain heading down the runway. These control inputs seemed to work but very briefly in keeping the aircraft going straight. As NR continued to decay the aircraft drastically drifted to the right side of the runway while slowing down. Just before the right skid departed the west side of the runway our speed was about a running pace. As the right skid departed the runway the helicopter drastically yawed right about 90° causing the left skid to enter the soft shoulder of the runway. Almost as soon as the left skid was off the runway the helicopter began to list to its left and continued to roll onto its left side. The helicopter came to rest approximately 150 feet to the north of delta two and just to the west off of runway 17. After the noise of the crash subsided I asked Andy if he was hurt and needed help out. I was still harnessed into my position in the right seat now above Andy. After some communication between us, I notified Andy I was going to release my seat belt as he told me he would shut the fuel valve off. He told me to exit the aircraft and look for any sign of danger. After I had gotten out I helped Andy exit from the right side. We both got to a safe distance and I called David notifying him of the wreck.

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

Operator/Owner Safety Recommendation

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.)

Total Time/Cycles On Part

_____ Hours

_____ Cycles

Time Since This Part Inspected/Overhauled

_____ Hours

FUEL & SERVICES INFORMATION

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

15 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

None

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

Right seat pilot exited first to look for fire/danger, left seat crew member exited second after closing fuel & turning off power

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.

SAn accident occurred at approximately 15:30 local time on Friday April 26th at McMinnville Municipal Airport, McMinville, Oregon.
The flight was being conducted as part of a factory Flight Instructor Standardisation Course being hosted by Precision Helicopters.
The Flight Instructor Standardisation Course is run on behalf of Guimbal Helicopters and is intended to develop technical knowledge and introduce Flight Instructors to more advanced manouvres in the Guimbal Cabri G2 training helicopter.
The course typically comprises four hours ground school and 2 hours flight training for each instructor.
Aircraft:The aircraft involved was a Guimbal Cabri G2 (ICAO designator G2CA) Manufacturer Serial Number 1108, the aircraft registration is N367PA.
The aircraft was manufactured in 2015 and had flown a total time of approximately 1730 hours.
The aircraft was in prefect mechanical order with no faults recorded or apparent to the crew. The aircraft had been previously flown at least three times that day.
The pilot weighed approximately 197lbs and the factory instructor approximately 187lbs, the aircraft was carrying approximately 15USG of fuel resulting in an all up mass of approximately 1426lbs compared with a maximum all up weight of 1543lbs (92% of MAUW).
Crew:The Pilot in Command was Lars Mehllum who's is an FAA Certified Flying Instructor with approximately 500 hours experience on type, he was being supervised by me, Andrew Moorhouse who is an EASA Certified Flying Instructor with total rotorcraft time of approximately 3350 hours and approximately 2000 hours on type.
Meterology:The weather conditions were giving a high cloud base at above 3000ft, more than 6NM visibility with light and variable winds of 3-3kts.
Flight Details:This was the last flight on the last day of what had been a successful training programme up until that point.
I had conducted 19 x 1 hour training flights over the course of the week and flown over 80 full down autorotations during that time.
I had previously flown with Lars on Wednesday April 24th at around 16:30 local time and found him to be a competent and professional pilot and instructor.The training programme comprises a basic syllabus to cover various emergency procedures and flight manoeuvres but it is tailored to the individual CFI and once the mandatory manoeuvres have been flown there is an opportunity to fly other manoeuvres at the request of the CFI.It was agreed before the flight that Lars would sit in the right hand seat to give him some more experience of flying manoeuvres from the pilot seat rather than the passenger (instructor) seat.
We lifted from the Precision Helicopters ramp and taxied to hold at A3 which is located at the western end of Runway 04/22.
Our intention was to cross Runway 04/22 and reposition to Taxiway Deta that runs parallel to runway 17/34.
On reaching the A3 Hold it was apparent that a Bell 407 was carrying out manoeuvres to Runway 17.
We did not want to get in the way of the pilots operating the Bell 407 and we were conscious of operating close to their rotor wash so we elected to operate from Taxiway Alpha which runs parallel to and North of Runway 04/22.
We initially air taxied East along Taxiway Alpha to get a closer look at the wind sock as it was difficult to ascertain the wind direction and strength. Once in sight of the wind sock we determined that the winds were light and variable. We flew a right hand pattern at approximately 600ft AGL based on Taxiway Alpha and then made a standard full down autorotation (flown at 50kts) to the taxiway.
We then flew 3 more right patterns to Taxiway Alpha with full down autorotations to the taxiway. All were smooth and controlled.
On the 4th pattern we were final for Taxiway Alpha when we noticed a Robinson R22 hovering at the Eastern end near to holding point Alpha 1.
We held our height and we checked the windsock again and decided that the wind was slightly favouring Runway 17.
We radioed our intention to reposition for an autorotation to Taxiway Delta which is parallel to and West of Runway 17.
We carried out 2 full down autorotations to Taxiway Delta with right hand patterns flown over the infield area.
Both were 180 degree turns in autorotation from a right hand down wind position, commencing at approximately 600ft AGL.
Both landings were gentle and controlled however the indicated airspeed on the second approach was little low in the turn.
I asked Lars to fly a third 180 degree full down autorotation but to focus on maintaining airspeed in the turn.
In the climb out, we noticed that the Bell 407 had moved off Runway 17 so we decided to make an approach to Runway 17 instead of the

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

Date of this Report
05/07/2019
mm/dd/yyyy

Name of Pilot/Operator: Lars E. Mehlum

Signature: Lars E. Mehlum

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

If a Person Other than Pilot/Operator is Filing Report

Name: _____ **Title:** _____

Signature: _____

-- 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
GAA19CA226	GAA	Eleazar Nepomuceno	5/7/2019