NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT This form to be used for reporting civil and public aircraft accidents and incidents

| BASI | CINFORMA | TION | | | | | | | | i | | | |
|-------------------------|--|---------------------------------|---------------------|----------------------------|------------------|---|---|--------------------------|-----------------|-------------------------|-----------------------|------------------|---|
| Accider | nt/Incident Loc | ation | | | | | Acci | ident/Incid | lent Date/ | Гime | | | *************************************** |
| Nearest (| City/Place: Cald | well | | | _State: <u> </u> | D | Date | : 04/2 | 22/2020 | I.c | ocal Time: | 1700 | |
| ZIP: 83 | 605c | | | | | | | | d'yyyy | | | | |
| Latitude: | | | Longitude: 116 | | | , | | 222 | | Ti | ime Zone: _ | Mountain | |
| | (Enter in decima | l degrees or a | legrees:minutes:sec | conds) | | | Coll | ision with | Other Air | craft: (|) Midair | On-groun | nd O None |
| AIRC | RAFT INFO | RMATIO | N | | | | · | | | | | | |
| Registr | ation Number: | N6703S | 7.1.4 | | | | | IFR-Equip | | | | | |
| Manufa | cturer: Robin | son | | | | | |] Commerci] Unmanned | | ight | | | |
| Model: R-22 Beta II | | | | | | Max | ximum Gr | oss Weigh | t: 1370 | | lbs | | |
| Serial Number: 3621 | | | | | | | | | - | | 8 | _ lbs | |
| Year of | Manufacture: | | | | | | Nun | nber of Se | ats: 2 | | Flight Cr | ew Seats: 2 | |
| Amateu | ır-Built: OYes | If Yes: | OKit Plans Ma | ke: | | | | | | | | Seats: 0 | |
| | ⊙ N₀ | | Original Design | | | | Nun | nber of En | gines: 1 | | | | |
| | ry of Aircraft | Type of A (Check all t | irworthiness Co | ertificate | | Landing Ge | | | | Engine | e Type (Se | elect one) | |
| OAirpla OBallo | | Standar | | | | (Check all the | | | | | procating | OLiqui OSolid | d Rocket |
| OBlimp | /Dirigible | ☑ Normal ☐ Restricted ☐ Triough | | | Tricycle | Retractable O Turbo Sha Tailwheel O Turbo Pro | | | | 10.00 | id Rocket | | |
| OGlide OGyro | | ☐ Aerob☐ Balloo | | | | | | | | OTurb | | ONone | |
| Helic | opter | Comm | uter | l Flight | | ☐ Amphibia ☐ Emergenc | | | igh Skid cid | O Turb O Elect | 12 2 1122 | OUnkn | own |
| OPowe ORock | | ☐ Transp ☐ Utility | | | _ | Float | | □SI | | | | | |
| OUltral | The state of the s | LI Cunty | | l Light-Spo mental Ligi | | Hull | | | ti/Wheel | Fuel Sy | stem Type | (Reciprocation | 1g) |
| OUnkn | own | ☐ Certificate | of Authorization | _ | - | Other Lau | inch/R | Recovery Sys | tem | ⊙ Carb | uretor | O Fuel- | Injected |
| | | None | | Unknown | (| ☐ None | Unknown | | | | | | |
| | | | Engine | | Manuf | acturer's | - 1 | Date | Rated Pow | | Total | Time | |
| Engine | Engine Manufa | cturer | Model/Series | | | Number | of Mfg. O Horsepower or mm/dd/yyy O lbs of Thrust | | Time (hours) | Inspection (hours) | Overhaul (hours) | | |
| Eng. 1 | Lycoming | | O-360 J2A | | RL-111 | 11-36A | UNK 180 | | 5490.9 | 21.4 | 1026.9 | | |
| Eng. 2 Eng. 3 | | | | | | | _ | | | | | | |
| Eng. 4 | | * | | | | | + | | | | ļ | | |
| | spection Type | | | Propell | er 1 | OFixed P | itch | | Prope | eller 2 | 0 | Fixed Pitch | |
| ⊙ 100-H | | inuous Airwo | rthiness | | | 1 | llable Pitch OControllable Pitch | | | | | | |
| OAAIP | OConc | litional Inspec | | Manufac | turer: | OGIOUNU | | | Manu | facturer | | Ground Adjus | |
| O Annua | | | | 1 | | | | | Mode | | | | - |
| Date La | ast Inspection: | 03/19/2 mm/dd/yy | | ELT Ins | stalled: | OYes o | No | | Additio | nal Equ | ipment (| Check all that | apply) |
| Airfran | ne Total Time: | | hrs | If Yes: | | | | | ☑ AD | S-B | | | |
| | s measured at (Se | CONTRACTOR | | ELT Ma | | | | | 127 | rame Para | ichute ck Indicato | r | |
| OL | ast Inspection | O Time of A | ccident/Incident | | · Part No | .:(121.5 MHz) C | C91a | (121.5 MH | Aut | opilot | | | |
| | Maintenance F | Program (Se | lect one) | | | (406 MHz) | , , , , , , | . (121.5 1,112 | Dat | a Recorde | | Handheld Dev | rice |
| O Annu | al itional (Amateur-b | uilt only) | | Was ELT | ր still mo | unted in aircra | ft? (| OYes ONo | Elec | tronic Mu | ltifunction | Display | . 100 |
| O Manu | facturer's Inspecti | on Program | | Was ELT | still con | nected to anter | nna? (| OYes ONo | ☐ Elec | tronic Pri dheld GPS | mary Fligh | t Display | |
| | Approved Inspect | | (AAIP) | If active | | ? OYes O | No | | _ | ds Up Dis | | | |
| | , specify: | | | A | | ocating Aircra | ft: O | Yes ONo | | oard Wea | ther king Device | | |
| Descrip | tion of Fire Ex | tinguishing | System | If not ac | | _ | | | | litte Track Warning | The second second | | |
| O None | | _ 0 | 5 | Indicate | Reason: | Impact Dar | | | □Vid | eo Record | ing Device | | |
| O Spec | шу: | | | | | ☐ Fire Damag ☐ Battery Exp | | Domocad | □ □Oth | er, Specify | /: | | |
| | | | | | | Unknown | 1 | | | | | | |

| OWNER/OPERATOR INFORMA | TION | | | | | |
|--|---|---|--|--|--|--|
| Registered Aircraft Owner | | City: Caldwell | | | | |
| Name: Silverhawk Aviation Academy | | State: ID ZIP: 83605 | | | | |
| Fractional Ownership Aircraft: O Yes O | No | Country: United States | | | | |
| Operator of Aircraft | gistered Owner | ☑ Same Address as Registered Owner | | | | |
| Name: | | City: | | | | |
| Doing Business As: | | State: ZIP: | | | | |
| Air Carrier/Operator Designator (4 Characte | er Code): | Country: | | | | |
| Operating Certificates Held (Check all that apply) | Regulation Flight Conducted Un | Revenue Operation for FAR 121, 125, 129, 135 (Select one for each group) | | | | |
| □ None □ Flag Carrier Operating Certificate (FAR 121) □ Supplemental □ Air Cargo □ Foreign Air Carriers (FAR 129) | OFAR 91 OFAR 129 OFAR 20 OFAR 103 OFAR 133 OFAR 3 OFAR 121 OFAR 135 OFAR 3 OFAR 125 OFAR 137 OFAR 3 | R 431 ONon-Scheduled or Air Taxi O International R 435 R 437 O Passenger | | | | |
| ☑Rotorcraft External Load (FAR 133) ☐Commuter Air Carrier (FAR 135) ☑On-Demand Air Taxi (FAR 135) | OFAR 91 Special Flight ONon-US, Commercial ONon-US, Non-commercial | O Cargo O Mail Contract Only | | | | |
| ☐ Commercial Air Tour (FAR 136) ☐ Agricultural Aircraft (FAR 137) | OPublic Aircraft (Select one) | Purpose of Flight for FAR 91, 103, 133, 137 (Select one) | | | | |
| ☐ Pilot School (FAR 141) ☐ Certificate of Authorization or Waiver (COA) ☐ Commercial Space Transportation Experimental Permit ☐ Commercial Space Transportation License ☐ Other Operator of Large Aircraft | O Armed Forces O Federal O State O Local OUnknown | O Aerial Application O Aerial Observation O Air Drop O Air Race/Show O Banner Tow O Business O Executive/Corporate O Aerial Operation O Firefighting O Unknown O Glight Test O Glider Tow O Instructional O Other Work Use O Personal O Positioning | | | | |
| Description Flight | Air Medical Flight | OExternal Load OSkydiving | | | | |
| Revenue Sightseeing Flight | | OFerry | | | | |
| O Yes O No | O Yes O No | I . | | | | |
| | | | | | | |
| AIRPORT INFORMATION (Fill in | if accident/incident occurred on app | pproach, landing, takeoff, departure, or within 3 miles of an airport) | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp | if accident/incident occurred on app | Distance From Airport Center: 0.5 sm | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp Airport Identifier: KEUL | if accident/incident occurred on app ort | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp | if accident/incident occurred on app ort | Distance From Airport Center: 0.5 sm | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstrip Runway Information | if accident/incident occurred on apport ort p ②On Airport/Airstrip ON/A | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. msl Condition of Runway/Landing Surface (Check all that apply) | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airport Identifier: KEUL Proximity to Airport: OOff Airport/Airstrip | if accident/incident occurred on apport ort p ②On Airport/Airstrip ON/A | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. msl Condition of Runway/Landing Surface (Check all that apply) Dry Snow-Compacted Water-Calm | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstrig Runway Information Runway ID: Taxiway (L/R/C) Length: Runway/Landing Surface (Check all that a | if accident/incident occurred on apport p ②On Airport/Airstrip ON/A ft Width:ft | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. msl 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 | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstri Runway Information Runway ID: Taxiway (L/R/C) Length: | if accident/incident occurred on apprort p ② On Airport/Airstrip ON/A ft Width:ft ipply) dam | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. msl Condition of Runway/Landing Surface (Check all that apply) Dry Snow-Compacted Water-Calm Holes Snow-Crusted Water-Choppy | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstri Runway Information Runway ID: Taxiway (L/R/C) Length: Runway/Landing Surface (Check all that a Implication of the company of the comp | if accident/incident occurred on apprort p On Airport/Airstrip ON/A ft Width:ft ipply) dam | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. ms1 Condition of Runway/Landing Surface (Check all that apply) Dry Snow-Compacted Water-Calm Holes Snow-Crusted Water-Choppy lee Covered Snow-Dry Water-Glassy Rough Snow-Wet Wet | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstrig Runway Information Runway ID: Taxiway (L/R/C) Length: Runway/Landing Surface (Check all that a Identified Asphalt Grass/Turf Macaa Concrete Gravel Metal | if accident/incident occurred on apport p ②On Airport/Airstrip ON/A ft Width:ft apply) dam | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. ms1 Condition of Runway/Landing Surface (Check all that apply) Dry Snow-Compacted Water-Calm Holes Snow-Crusted Water-Choppy lee Covered Snow-Dry Water-Glassy Rough Snow-Wet Wet | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstrip Runway Information Runway ID: Taxiway (L/R/C) Length: Runway/Landing Surface (Check all that a Asphalt Grass/Turf Maca Metal Concrete Gravel Metal Snow | if accident/incident occurred on apport p On Airport/Airstrip ON/A ft Width:ft apply) dam | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. ms1 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 | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstrip Runway Information Runway ID: Taxiway (L/R/C) Length: Runway/Landing Surface (Check all that a Check | if accident/incident occurred on apport p On Airport/Airstrip ON/A ft Width:ft apply) dam | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. msl 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 ODownwind OLow Approach OBase OGo Around OBase OGo Around OFinal OAborted Landing (after touchdown) | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airp Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstrip Runway Information Runway ID: Taxiway (L/R/C) Length: Runway/Landing Surface (Check all that a Cald Asphalt Grass/Turf Macal Metal Dint Gravel Metal Snow Approach/Departure Segment (Select one) OTaxi OVFR Departure OTakeoff OIFR Departure Proceedings | if accident/incident occurred on apport p On Airport/Airstrip ON/A ft Width:ft apply) dam | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. msl 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 ODownwind OLow Approach OBase OGo Around OFinal OAborted Landing (after touchdown) OCrosswind OUnknown | | | | |
| AIRPORT INFORMATION (Fill in Airport Name: Caldwell Industrial Airport Identifier: KEUL Proximity to Airport: O Off Airport/Airstrip Runway Information Runway ID: Taxiway (L/R/C) Length: Runway/Landing Surface (Check all that a Caldwell Concrete Gravel Metal Dirt Grass/Turf Segment (Select one) Approach/Departure Segment (Select one) OTaxi OVFR Departure OTakeoff OIFR Departure Proceedings of the Concrete Gravel OIFR Departure Proceedings of the Concrete OIFR Departure OIFR Departure Proceedings of the Concrete OIFR Departure OI | if accident/incident occurred on apport p On Airport/Airstrip ON/A ft Width:ft apply) dam | Distance From Airport Center: 0.5 sm Direction From Airport: 290 degrees true Airport Elevation: 2432 ft. msl 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 Downwind OLow Approach OBase OGo Around OFinal OAborted Landing (after touchdown) OCrosswind OUnknown VFR Approach (Check all that apply) | | | | |

| "FLIGHT CREWMEMI | BER 1" INF | ORMATI | ON | | | | | | | | | |
|---|---|--------------------------------|--------------|-----------------------|-----------------------|-------------|----------------|-------------------|------------------------------|-------------------|----------------------------|---------------------|
| "Flight Crewmember 1" Responsibilities at the Time of Accident/Incident | | | | | | | | | | | | |
| O Pilot O Co-Pilot "Flight Crewmember 1" was | O Student Pilot pilot flying | ●Flight | | tor C | Check Pilo | ot C |) Fligh | t Engineer | O Other | Flight Crew | | |
| "Flight Crewmember 1" Ide | ntification | | | | | | | | | | | |
| First Name: Regis | | | | | | City | of Res | sidence: N | ampa | | | |
| Middle Initial: J | | | | | | - | | | | ZIP: 83687 | , | |
| Last Name: Deglans State: ID ZIP: 83687 Country: United States | | | | | | | | | | | | |
| | A: J +/T: J | | | | | | | | | | | |
| Age at time of | Accident/incide | | | Date of E | | | /1972 | <u>Z</u> <i>m</i> | m/dd yyyy | | | |
| D 67.1 | 100 | | Certific | ate Nun | | | | | | T : | | |
| Degree of Injury | Seat Occup | | _ | N Unknov | | Restrai | | a | | | Inflatable F | Cestraints |
| | | | | | | | | | | | | |
| Pilot Certificate(s) (Check all | that apply) | | | | | | 3-point | | ⊙3-point | | Not De | ployed |
| ☐ None ☐ Flight In | structor 🗸 | Commercial | | US M | ilitary | | 4-point | | O 4-point O 5-point | | ☐ Deploye | |
| ☐ Private ☐ Recreati ☐ Student ☐ Sport | | Airline Trans Flight Engine | | ☐ Foreig | n | | Unkno | | O Unknow | vn . | | • |
| Principal Occupation M | ledical Certifi | cate | | | N | Medica | ıl Cert | tificate Va | lidity | | Date of Las | t Medical |
| • | rii 19 | OClass 3 | | | | | | itations/waiv | | nknown | 05/00/00 | 10 |
| | | ODriver's Lic OUnknown | ense (Sp | port Pilot | | only) | | | | | | |
| Medical Certificate Limitati | | - | | | | | | | | | | |
| Not valid for any class after 05/ | | | | | | | | | | | | |
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | | | | | | | | |
| Medical Certificate Special I | ssuance | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Date of Last Flight Review | | Fligh | ıt Revi | ew Airc | eraft | | | | | | | |
| or Equivalent, Including | 00/00/0040 | Make | Rob | inson | | | | | | | | |
| FAR 121/135 Checks: | 09/30/2019 mm/dd/yyyy | | | 2 Beta | II | | | | | | | |
| Airplane Rating(s) | Other Aircra | ft Rating(s) | I | Instrum | ent Rating | g(s) | | Instructo | r Rating(s) | | | - |
| (Check all that apply) | (Check all that a | apply) | 1 . | | l that apply) | 9 | | (Check all | • | | | |
| □ None | None | | | None | | | | ☐ None | | | Instrument | |
| ☑ Single-Engine Land ☑ Single-Engine Sea | ☐ Airship ☐ Balloon | | | ☑ Airpla ☑ Helico | | | | | e Single-Eng e Multi-Engi | | Instrument I Helicopter | Helicopter |
| ☐ Multiengine Land | Glider | | | ☐ Power | | | | Gyropla | | Ē | Glider | |
| ☐ Multiengine Sea | ☐ Gyroplane | | | | | | | ☐ Powere | d Lift | | Sport | |
| | ✓ Helicopter✓ Powered Lift | ì | | | | | | | | | | |
| Type Ratings | | | | | | | | Student E | ndorseme | nts (Include | dates) | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | l vie | plane | ı | | | 1 | | | 1 | |
| Flight Time (Enter appropriate | All | This Make | Si | ngle | Airplane | | | | rument | | G11.1 | Lighter Than Air |
| number of hours in each box) | Aircraft | & Model | En | ngine | Multiengi | ne l | Night | Actual | Simulated | Rotorcraft 566 | Glider | I nan Air |
| Total Time | 644 479 | | - | 78 49 | | | | - | 70 | 400 | | |
| Pilot in Command (PIC) | 292 | | | 49 | | | | - | | 292 | | |
| Time as Instructor This Make Model | | | | Salar Milana | programity law strike | Mark. | | | | | | |
| Last 90 Days | 101 | 101 | and the | Control of the second | in a land and a | (1 | | | | 101 | district the second | - |
| Last 30 Days | 4 | 4 | <u> </u> | - | | 1 | | | | 4 | | |
| Last 24 Hours | 1 | 1 | | | | \dashv | | | | 1 | | |
| Lust LT 110d15 | | | 1 | | | | | | | | | |

| "FLIGHT CREWMEMBER 2" INFORMATION | | | | | | | | | | |
|--|--|------------------------------|-----------------------|--|---|--------------------------|---|-------------------------|--|------------|
| "Flight Crewmember 2" Responsibilities at the Time of Accident/Incident OPilot OCo-Pilot OStudent Pilot OFlight Instructor OCheck Pilot OFlight Engineer OOther Flight Crew | | | | | | | | | | |
| "Flight Crewmember 2" was p | pilot flying | ☐ Yes ☑ | No | | | | | | | |
| "Flight Crewmember 2" Iden | tification | | | | | | | | | |
| First Name: Rudolf City of Residence: Boise | | | | | | | | | | |
| Middle Initial: R State: ID ZIP: 83716 | | | | | | | | | | |
| Last Name: Delgado Country: United States | | | | | | | | | | |
| Age at time of Accident Incident: 55 Date of Birth: 1964 mm/dd/yyyy | | | | | | | | | | |
| Certificate Number: | | | | | | | | | | |
| Degree of Injury Seat Occupied Restraint Type Inflatable Restraint | | | | | | | | estraints | | |
| O None O Fatal | OLeft | O Front | OUnkno | OVE | Availabl | | Used | | | |
| O Minor O Unknown O Serious | ORight OCenter | ORear OSingle | | 1 | O None | | O None | | ☑ Not Inst | alled |
| | | | | | O Lap | only | O Lap only | У | ☐ Installed | |
| Pilot Certificate(s) (Check all to None ☐ Flight Ins | | Commercial | T IIE V | | ⊙ 3-poi○ 4-poi | | 3-point4-point | | ☐ Not Dep ☐ Deploye | |
| ☐ Private ☐ Recreatio | | Commercial Airline Transp | ☐ US N ont ☐ Forei | | O 5-poi | int | O 5-point | | Unknow | |
| ☐ Student ☐ Sport | | Flight Enginee | | | O Unkr | nown | O Unknow | (n | | |
| Principal Occupation Mo | edical Certific | ate | | Mec | lical Ce | ertificate Val | lidity | | Date of Las | t Medical |
| | None © | Class 3 | | ⊙ <i>\\</i> | | mitations/waiv | | nknown | | |
| O Other O | | Driver's Lice | ense (Sport Pilo | ot only) OW | Vith limit | tations waivers | | | 03/25/201 mm/dd yy | |
| | |) Unknown | | 0.5 | pecial Iss | suance | | | mmaa yy | <u>y,v</u> |
| Medical Certificate Limitation | ns | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Medical Certificate Special Is | suance | | | | | | | | | |
| _ | | | | | | | | | | |
| | | | | | | | | | | |
| Date of Last Flight Review | | Fligh | t Review Air | rcraft | | | | | | |
| or Equivalent, Including | | | : Schweizer | | | | | | | |
| FAR 121/135 Checks: | 08/21/2000 mm/dd/yyyy | | : S-300 | | | | | | | |
| 1 ' - 1 D (c) | Other Aircraf | | | | | Instructor | Dating(a) | | | |
| | (Check all that a | 0., | | ment Rating(s) all that apply) | ' I | Instructor (Check all th | | | | |
| ☑ None | ☐ None | Tr J | ☑ None | | | ☑ None | w. opp.,. | | Instrument A | irplane |
| | ☐ Airship | | Airpl | | | | Single-Engin | ne 🔲 | Instrument H | |
| _ ` ` | ☐ Balloon ☐ Glider | | ☐ Helio | copter ered Lift | | ☐ Airplane ☐ Gyroplan | Multi-Engine | | Helicopter Glider | |
| ☐ Multiengine Sea | ☐ Gyroplane | | | orod Ent | | Powered | | | Sport | |
| | ✓ Helicopter✓ Powered Lift | | | | | | | | | |
| Type Ratings | | | | | | Student Er | ndorsement | ts (Include di | ates) | |
| 1., p | | | | | | | | 100. 45.110.110.110.110 | | |
| 1 | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | لـــــــا | | | | | |
| Flight Time (Enter appropriate | All | This Make | Airplane Single | Airplane | | Insti | rument T | 1 | | Lighter |
| number of hours in each box) | Aircraft | & Model | Engine | Multiengine | Night | t Actual | Simulated | Rotorcraft | Glider | Than Air |
| Total Time | 355 | | | | | | 6 | 355 | | |
| Pilot in Command (PIC) | 253 | | | | | | | 253 | | |
| Time as Instructor | Control of the Contro | All the bases in | | - No Post (Science) | | | | North A | and the state of the | |
| This Make Model | | The same tracks | The second second | A STATE OF THE PARTY OF THE PAR | | | | | | |
| Last 90 Days | 11 | | | | | | | 11 | 1 | |
| Last 30 Days | 1 | | - | | | | | 1 | | |

| | SILL CITEAAIAIE | BEKS (| Exclusiv | <u>e of cabin cr</u> | ew, complete | the following | g information) | | | |
|---|---|--------------------------|---------------------------|---|--|---|---|--|--|--|
| Crew Name and Addi | | | | | | | Seat Occupie | d | Injury | |
| First Name: | | City | of Reside | nce: | | | O Left | OFront | O None | |
| Middle Initial: | | | | | | | OCenter ORight | O Rear O Single | O Minor O Serious | |
| Last Name: | | Cour | ntry: | | | —ei | Okigit | OUnknown | O Fatal | |
| | | | | | | . | | | O Unknown | |
| Pilot Certificate(s) (C | heck all that apply) | | | | | | Restraint Ty | 10-00 000 | Inflatable | |
| ☐ None | ☐ Flight Instructor | Con | nmercial | □us | Military | | Available O None | Used O None | Restraints | |
| Private | ☐ Recreational | ☐ Airl | line Transp | | eign | | O Lap Only | O Lap Only | Not Installed | |
| ☐ Student | □ Sport | ☐ Flig | tht Engine | er | | | O 3-point O 4-point | O 3-point | ☐ Installed☐ Not Deployed | |
| Type Rating/Endorse | ment for | | Total F | light Time a | the Time | | O 5-point | O 4-point O 5-point | □ Deployed | |
| Accident/Incident Air | | □ No | | Accident/Inc | | hrs | O Unknown | O Unknown | Unknown | |
| | | | | | | | | | | |
| Crew Name and Addi | ress | | | | | | Seat Occupie | Injury | | |
| First Name: | | City | of Reside | nce: | | | OLeft | OFront ORear | O None | |
| Middle Initial: | | State | e: | | ZIP: | | OCenter ORight | O Single | O Minor O Serious | |
| Last Name: Country: | | | | | | _ | O Angin | OUnknown | O Fatal | |
| | | | | | | | | O Unknown | | |
| Pilot Certificate(s) (C | heck all that apply) | | | | | | Restraint Tyj Available | oe: Used | Inflatable | |
| □ None | Flight Instructor | | nmercial | 22.2 | Military | | O None | O None | Restraints | |
| ☐ Private ☐ Student | ☐ Recreational ☐ Sport | A | line Transp tht Engine | 1 | eign | | O Lap Only | O Lap Only O 3-point | ☐ Not Installed ☐ Installed | |
| | | | , | | | | O 3-point O 4-point | O 4-point | ☐ Not Deployed | |
| Type Rating/Endorse | | | ł | light Time a | | _ | O 5-point | O 5-point O 5-point | | |
| Accident/Incident Air | | □ No | | Accident/Inci | | | OUnknown | O Unknown | ☐ Unknown | |
| PASSENGER(S) / | OTHER PERSO | | | | | | | | | |
| | OTTIER LING | JININEL (I | include c | abin crew; c | ontinue on s | eparate shee | t if necessary) | 7 0 4 11 | | |
| Name and Address | OTHERT EROC | DIVINEL (I | include o | Seat | Injury | Restraint T | `ype | Inflatable Restraints | Age | |
| Name and Address | | | | Seat | Injury | Restraint T | `ype Used | Restraints | _ | |
| Name and Address First Name: | City : | | | Seat OLeft | Injury O None | Restraint T Available ONone OLap Only | Ype Used O None O Lap Only | Restraints Not Installed | Age | |
| Name and Address First Name: Middle Initial: | City : State: | ZIP: | | Seat OLeft OCenter ORight | O None O Minor O Serious | Restraint T Available ONone OLap Only O3-point | Used O None O Lap Only O 3-point | Not Installed Installed Not Deployed | ☐ Under 5 years | |
| Name and Address First Name: Middle Initial: Last Name: | City : State: Country: | ZIP: | | Seat OLeft OCenter ORight OUnknown | Injury O None O Minor O Serious O Fatal | Restraint T Available ONone OLap Only | Used O None O Lap Only O 3-point O 4-point | Not Installed Installed Not Deployed Deployed | Under 5 years If Under 5. O Child Restraint | |
| Name and Address First Name: Middle Initial: | City : State: | ZIP: | | Seat OLeft OCenter ORight | O None O Minor O Serious | Restraint T Available ONone OLap Only O3-point O4-point | Used O None O Lap Only O 3-point O 4-point O 5-point | Not Installed Installed Not Deployed | ☐ Under 5 years If Under 5, | |
| Name and Address First Name: Middle Initial: Last Name: | City : State: Country: OPassenger | ZIP: | | Seat OLeft OCenter ORight OUnknown Row: | Injury O None O Minor O Serious O Fatal O Unknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available | Used ONone OLap Only O3-point O4-point O5-point OUnknown Used | Not Installed Installed Not Deployed Deployed Unknown | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: | City : State: Country: OPassenger City : | ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: | Injury O None O Minor O Serious O Fatal O Unknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown | Used O None O Lap Only O 3-point O 4-point O 5-point O Unknown Used O None O Lap Only | Not Installed Installed Not Deployed Deployed Unknown | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: | City : State: Country: OPassenger City : State: | ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight | Injury O None O Minor O Serious O Fatal O Unknown O None O Minor O Serious | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point | Used O None O Lap Only O 3-point O 4-point O 5-point O Unknown Used O None O Lap Only O 3-point | Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Not Deployed | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: | City : State: Country: OPassenger City : State: | ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: | Injury O None O Minor O Serious O Fatal O Unknown O None O Minor O Serious O Fatal | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point | Used O None O Lap Only O 3-point O 4-point O 5-point O Unknown Used O None O Lap Only O 3-point O 4-point | Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Doployed Deployed Deployed Deployed | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: | City : State: Country: OPassenger City : State: | ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight | Injury O None O Minor O Serious O Fatal O Unknown O None O Minor O Serious | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point | Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O4-point O5-point | Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Not Deployed | ☐ Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown ☐ Under 5 years If Under 5, | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew | City : State: Country: OPassenger City : State: Country: OPassenger | ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight OUnknown Row: | Injury ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O4-point O5-point O4-point O4-point Available | Used O None O Lap Only O 3-point O 4-point O 5-point O Unknown Used O None O Lap Only O 3-point O 4-point O 5-point O Unknown Used | Not Installed Installed Not Deployed Unknown Not Installed Installed Installed Installed Not Deployed Unknown Unknown Unknown Not Installed Not Deployed Unknown Unknown Not Installed Installed Not Deployed Unknown Not Installed Installed Not Deployed Unknown Not Installed Install | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: | City : State: Country: OPassenger City : State: Country: OPassenger City : City : City : Country: Country: Country: Country: Country: City : City : City : City : City : City : Country: City : Ci | ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight OUnknown Row: OLeft | Injury O None O Minor O Serious O Fatal O Unknown O None O Minor O Serious O Fatal O Unknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O4-point O5-point O4-point O5-point OUnknown | Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLop Only O3-point O4-point O5-point OUnknown | Not Installed Installed Not Deployed Unknown Not Installed Not Installed | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: Middle Initial: | City : State: Country: OPassenger City : State: Country: OPassenger City : State: State: | ZIP:Ooth ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight OUnknown Row: | Injury ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown Available ONone OLap Only O3-point OUnknown | Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point | Restraints Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Not Deployed Unknown Not Installed Installed Not Deployed Unknown | □ Under 5 years If Under 5, ○ Child Restraint ○ Lap-Held ○ Unknown □ Under 5 years If Under 5, ○ Child Restraint ○ Lap-Held ○ Unknown | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: Last Name: Middle Initial: Last Name: | City : State: Country: OPassenger City : State: Country: OPassenger City : State: State: | ZIP:Ooth ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight OUnknown Row: OLeft OUnknown Counter ORight OUnknown | Injury ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown Available ONone OLap Only O3-point OUnknown Available ONone OLap Only O3-point O4-point O4-point | Used ONone OLap Only O3-point O4-point ONone OLap Only O3-point OUnknown Used ONone OLap Only O3-point O4-point OUnknown Used ONone OLap Only O3-point O4-point | Restraints Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Installed Not Deployed Unknown Not Installed Installed Deployed Unknown | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: Middle Initial: | City : State: Country: OPassenger City : State: Country: OPassenger City : State: State: | ZIP:Ooth ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight | Injury ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown Available ONone OLap Only O3-point OUnknown | Used ONone OLap Only O3-point O4-point O Unknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point O5-point O5-point O5-point O5-point | Restraints Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Not Deployed Unknown Not Installed Installed Not Deployed Unknown | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: OCrew First Name: OCrew First Name: OCrew | City : State: Country: OPassenger City : State: Country: OPassenger City : State: Country: OPassenger | ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft OCenter ORight OUnknown Row: OLeft OUnknown OLeft OUnknown OUnknown OUnknown | Injury ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown Available ONone OLap Only O3-point OUnknown Available ONone OLap Only O3-point O4-point O4-point O5-point O4-point | Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown | Restraints Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Installed Not Deployed Unknown Not Installed Installed Deployed Unknown | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |
| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: | City : State: Country: OPassenger City : State: Country: OPassenger City : State: Country: OPassenger City : Country: OPassenger City : Country: OPassenger City : City : City : Country: OPassenger City : Country: City : C | ZIP:Ooth | her | Seat OLeft OCenter ORight OUnknown Row: OLeft | Injury ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O4-point O4-point O4-point O5-point O4-point O5-point OUnknown Available ONone | Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O4-point O5-point O4-point O5-point OUnknown Used ONone | Not Installed Installed Not Deployed Unknown Not Installed Not Deployed Unknown Not Installed Installed Installed Installed Installed Installed Not Deployed Unknown Not Installed Not Deployed Unknown Not Installed Not Deployed Unknown Not Installed Not Ins | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |
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| Name and Address First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: OCrew First Name: Middle Initial: Last Name: OCrew First Name: Middle Initial: Last Name: | City : State: Country: OPassenger City : State: Country: State: Country: OPassenger City : State: Country: OPassenger City : State: | ZIP: Ooth ZIP: Ooth ZIP: | her | Seat OLeft OCenter ORight OUnknown Row: OLeft | Injury ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown ONone OMinor OSerious OFatal OUnknown | Restraint T Available ONone OLap Only O3-point O4-point O5-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown Available ONone OLap Only O3-point OUnknown Available ONone OLap Only O3-point O4-point O5-point O4-point O5-point OUnknown Available ONone OLap Only O1-point OUnknown Available ONone OLap Only | Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O5-point OUnknown Used ONone OLap Only O3-point O4-point O4-point O5-point O4-point O4-point O5-point O4-point O4-point O4-point O5-point O4-point O4-point O4-point O5-point O4-point | Restraints Not Installed Installed Not Deployed Deployed Unknown Not Installed Installed Not Deployed Unknown Not Installed Installed Unknown Not Installed | Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown | |

| FLIGHT ITINERARY | INFORMATION | v. | | | | | | |
|--|---|----------------------------|--|----------------|---------------------------------------|--------------------|----------------------------|---------|
| Last Departure Point | | e of Departure | Destination | | | Type Fligh | nt Plan Filed | |
| Airport ID: KEUL | 11111 | t of Departure | • | KEUL | | O None | O VFR/IFR | |
| City: Caldwell | Time | : 1650 Approx | City: Calc | | | Company | | |
| State: ID | Time | Zone: Mountair | | TWC II | | O Military | VFR O Unknown | 1 |
| Country: United States | , mie | Zono. Mountain | State. ID | Inited States | | O VFR | ⊙Yes ONo OUn | nknown |
| | | | Country: U | Inited States | | Activated. | Gres One Och | IMIOWII |
| | Tylce (Check all that a Special VFR IFR | ☐ Spe | ecial IFR R On Top | | ☐ VFR Flight Follo ☐ Traffic Advisory | | ☐ Cruise ☐ Unknown / NA | |
| Airspace where the acciden | ıt/incident occurred | (Check all that | apply) | | | | Altitude of In-Flig | gh t |
| Class A | Class G | □ Mil | litary Operations | Area (MOA) | ■ Special | 7522 | Occurrence: | gitt |
| | Demo Area Warning Area | | port Advisory A Training Area | rea | ☐ Air Traffic Contr ☐ Unknown | ol Area | | msl |
| ☐ Class D | Prohibited Area | TR | | | П енкноми | | | mai |
| | Restricted Area | ☐ FAI | | | | | | |
| WEATHER INFORM | ATION AT THE | ACCIDEN | T/INCIDEN | T SITE | | | | |
| Source of Pilot Weather In (Check all that apply) | formation | | | Weather Ob | servation Facility | | | |
| National Weather Service | ☐ Com | nonv | | Facility ID: K | EUL | | | |
| Flight Service Station | ☐ Milit | | | Observation Ti | me: 1700 | | | |
| TV/Radio | ☐ Inter | | | Time Zone: N | lountain | | | |
| ✓ Automated Report ☐ Commercial Weather Service | □ None e (DUATS) □ Unkr | | | Distance from | Accident Site: 0.5 | | nm | |
| On-Board Weather | | | | Direction from | Accident Site: 110 | | _ degrees true | |
| Basic Conditions | | Light Conditi | ion | | | | | |
| ⊙ vMC | | ODawn | ODusk | ODark ODark | | known | | |
| OIMC OUnknown | | ⊙ Day | ONight | OBrigi | ht Night | | | |
| Sky/Lowest Cloud Condition | on | Ceiling | | | Tomponoturos | 21 | (C) or(F | EV. |
| 4000 ⁷ c. 12 | O Thin Broken | O None (Clear) |) 0 | Obscured | 1 | | | |
| OFew | O Thin Overcast | O Broken | 0 | | | (C | (F) or(F | ·) |
| O Partial Obscuration O Scattered | OUnknown | O Overcast | 0 | Unknown | Altimeter Setti | ting: 30.04 in. Hg | | |
| Lowest Cloud Condition H | leight | Ceiling Heigh | ıt | | | or | | |
| | ft agl | | | ft agl | | | | |
| Wind Direction | Wind Speed | | Wind Gusts | | Visibility | 10 | miles | |
| ☑ Variable | ☐ Calm | | ✓ Not Gustin | ıg | 1 | | | |
| 2075-0 S | ✓ Light and Varia | ble | | | 1 | : | | |
| -or- Direction:degrees true | -or- : Speed: | kts | -or- Speed: | kts | Density Altitud | | | |
| Intensity of Precipitation | Type of Precipita | | | | | | heck all that apply) | |
| OLight | ✓ None | Drizzle | ☐ Freezing | a Rain | ✓ None | visibility (€ | | |
| O Moderate | Rain | Ice Pellets | ☐ Snow S | | ☐ Blowing Du | | Ground Fog | |
| OHeavy | ☐ Snow | Snow Pellet | and the same of th | | ☐ Blowing Sar | P-2005 | Haze | |
| ON/A OUnknown | ☐ Hail ☐ Rain Showers | ☐ Snow Grain☐ Ice Crystals | | g Drizzle | ☐ Blowing Sno | (30000 | ce Fog Smoke | |
| Chkhown | Lam Showers | - Ice Crystais | ! | | Dust Dust | • | Unknown | |
| Icing Forecast | | Icing Actual | | | Turbulence | | | |
| Amount Type | | Amount | Type | | Type (Check al | ll that apply) | Severity | |
| O None O N/A O Trace O Rime | | O None O Trace | ON/A ORime | | ☑ None ☐ Clear Air | | □Light □Moderate | |
| O Light O Clear | | OLight | O Clear | | ☐ Terrain-Indu | | Severe | |
| O Moderate O Mixed | | O Moderate | OMixe | | ☐Convective 7 | Turbulence | ☐ Extreme | |
| O Severe O Unknown | <i>N</i> n | O Severe O Unknown | O Unkn | IOWII | | | | |
| NOTAMs (D and FDC), | AIRMETS SICN | TET, DIDED. | s in affact et | the time of +1 | na accident/incid | dent: | | |
| 0 1516 | | | | | ie accident/incic | ient. | | |
| KEUL: Runway 30 Precisi | on Approach Path | indicator OUT | OF SERVIC | _ | | | | |
| | | | | | | | | |
| | | | | | | | | |

| DAMAGE TO AIRCRAFT A | ND OTHER PRO | OPERTY | | |
|--|-------------------------|---|--------------------------|-------------------------------------|
| Aircraft Damage | Aircraft Fire | | Aircraft Explosion | |
| O None O Substantial | ⊙ None | OBoth Ground and In-Flight | ⊙ None | OBoth Ground and In-Flight |
| O Minor O Destroyed | O In-Flight O On-Ground | O Fire at Unknown Time O Unknown | O In-Flight On-Ground | OExplosion at Unknown Time OUnknown |
| O Unknown | | | O Oil-Ground | Challown |
| Description of Damage to Aircraft a | nd Other Property | (Use additional sheet if necessary) | | |
| Landing gear cross tubes bent. Or | ne M/R blade struck | the top of the tail cone. | | |
| | | | | |
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| | | | | |
| NARRATIVE HISTORY OF FLI | | | | |
| Describe what occurred in chronolo | ogical order, includin | g circumstances leading to and nat | ure of accident/incide | nt. Describe terrain and include |
| wreckage distribution sketch if pertin destination. Provide as much detail a | ent. Attach extra shee | ets if needed. State departure time and | d and location, services | s obtained, and intended |
| | s possible. | | | |
| See attached | | | | |
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| RECOMMENDATION (How | could this | accident/incident ha | ve been pre | vented?) | | | | |
|---|---|--|----------------------|------------|--------------------|---------------------------------------|---|--|
| Operator Owner Safety Recomm | | | | | | | *************************************** | |
| Remind all Students and Instru 97% minimum when autorotati | uctors abou | t the Caution in the 00 feet AGL". | e Emergeno | y Procedi | ures section of | the R-22 POH: | "Increase rotor RPM to | |
| Also. include the same note in the R-22 Maneuver Guide used by the flight school for autorotation training. | | | | | | | | |
| Verbal reminder during safety | meetings. | | | | | | | |
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| MECHANICAL MALEUN | ICTION | AU LIDE | | | | | | |
| MECHANICAL MALFUN | | | re space is n | eeded, co | ntinue on sepai | rate sheet) | T-4-1 Time / Contra | |
| Was there Mechanical Malfunc (If yes, list the name of the part, man) | | | scribe the failt | re.) | | | Total Time/Cycles On Part | |
| | | | | | | | Hours | |
| | | | | | | | Cycles | |
| Time Since This Part | | | | | | | | |
| Inspected/Overhauled | | | | | | | | |
| | | | | | | | Hours | |
| | | | | | | | 110813 | |
| FUEL & SERVICES INF | ORMATI | ON | | | | | | |
| Fuel on Board at Last Takeoff | | Fuel Type | | | | | | |
| (Convert from pounds, as necessary) | | O 80/87 | O 115/145 | | O Jet B | Other, specify | - | |
| 13.0 | Gallons | ● 100 Low Lead● 100/130 | O Jet A O Jet A-1 | | O JP8 O Automotive | | | |
| Other Services, if Any, Prior to | Departure | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| EVACUATION OF AIRC | RAFT | | | | | | | |
| | | ft naufaum ad? | ☐ Yes | ☑ No | | | | |
| Was an emergency evacuation of Method of Exit – Describe how to | | | | | d each location | · · · · · · · · · · · · · · · · · · · | | |
| Method of Exit - Describe now i | ne occupant | s extred and flow the | any occupant | s cvacuato | d cach location | | | |
| | | | | | | | | |
| | | | | | | | | |
| OTHER AIRCRAFT OF | 21.1.10101 | | | | | | | |
| OTHER AIRCRAFT - CO | *************************************** | | | | | | raft) amage to Other Aircraft | |
| Aircraft Registration Number | | rer: | | | | | Destroyed Minor | |
| | | | | | | | Substantial None | |
| Registered Owner of Other Air | | | | | Other Aircraft | | | |
| Name: | | | | Name: _ | | | | |
| City: ZIP: | | | | State: | | ZIP: | | |
| Country: | | | | | | | | |

| ADDITIONAL INFORMATION (Please type or print in ink) | | | | | | |
|--|--------|--|--------------------------------------|------------------------------------|--|--|
| | | N (Please type or print in ink) is needed for any answers. | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| I HEREBY CERTIFY T | HAT TH | IE ABOVE INFORMATION IS COMPLE | TE AND ACCURATE TO THE BEST OF M | Y KNOWLEDGE | | |
| 04/28/2020 S. | | | document | | | |
| If a Person Other than I Name: Allen P.R Signature: or Chec | | electronically sign this document | Title: Chief Flight Inst | ructor | | |
| | | FOR NTSB (| | | | |
| NTSB Accident/Inciden WPR20CA140 | it No. | Reviewed by NTSB Regional Office WPR-AS | Name of Investigator Albert Nixon | Date Report Received 04/28/2020 | | |

Aircraft Incident Report

Date: April 22, 2020

Time: Approximately 1700 Local

Aircraft Tail Number: N6703S

Hobbs: 3432.7

Synopsis:

While conducting an instructional flight, inadvertent contact was made with the ground during a maximum glide configuration autorotation. This resulted in a tail strike and damage to the tail boom.

Narrative:

The dual instruction flight was initiated with basic flight maneuvers to assess the student's performance status after a month long break in training. The following maneuvers were practiced: normal, steep, shallow with run on landing and maximum performance takeoff. All maneuvers were completed satisfactory. After the listed maneuvers we performed two straight in autorotations. On the first one we went long, I asked the student if he considered entering a slip, he stated he had not. We took off to perform another straight in and I went over the process of entering a slip. We performed the maneuver with the slip and terminated safely at our intended point of landing. Since he had limited experience with slips I decided to go to the Simplot area were the maneuver could be performed from a higher altitude in a safer environment. We did two entries with slips and returned to the airport. As we approached the airport I discussed the maximum glide configuration as an additional tool. I told him we would do another straight in autorotation with a max glide configuration. We lined up with Taxiway A/30 at 3000'MSL and 70KIAS. We entered the maneuver (I was on the controls with him), as the autorotation

was established and RPMs were stable we added forward cyclic to a speed of approximately 72-74KIAS, we also raised the collective to lower the RPMs to approximately 93-94%. As we approached the top of the hangars I verbalized and began applying aft cyclic to slow down our rate of descent and regain RPMs. The application of aft cyclic did not slow down the rate of descent, at this point I applied more aft cyclic and realized we were going to make contact with the ground. I began to roll the throttle on and level the aircraft as we approached the ground. We made hard contact in the most leveled attitude I was able to place the aircraft. After contact was made the aircraft bounced once, made contact again and came to rest on the taxiway. I verified the student was ok, rolled the throttle down and looked outside the aircraft for damage. I initially I did not see any. I rolled up and moved the aircraft out of the taxiway and pushed it inside.

How could this have been prevented:

Although I believe in giving students as many tools as possible in an effort to make them safer pilots the airport setting is not the best location for such training. This maneuver could have been practiced in one of the practice areas from a higher altitude. I also believe more cushion could have been built into the maneuver. I could have performed the maneuver at 70KIAS and kept the RPMs closer to the green range.

Submitted by Regis Deglans.