NATIONAL TRANSPORTATION SAFETY BOARD
NTSB Form 6120.1
PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

Email the pilot/operator aircraft accident/incident report to the investigator-in-charge of your accident/incident. If email is not available, mail the report per the instructions below.

If your accident/incident occurred in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, the District of Columbia, Puerto Rico, or the US Virgin Islands, send the form to: NTSB, ERA, 45065 Riverside Parkway, Ashburn, VA 20147.

If your accident/incident occurred in Ohio, Michigan, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri, Arkansas, Louisiana, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Colorado, or New Mexico, send the form to: NTSB, CEN, 4760 Oakland Street, Suite 500, Denver, CO 80239.

If your accident/incident occurred in Montana, Wyoming, Idaho, Utah, Arizona, Nevada, Washington, Oregon, California, Hawaii, or the territories of Guam or American Samoa, send the form to: NTSB, WPR, 505 South 336th Street, Suite 540, Federal Way, WA 98003.

If your accident/incident occurred in Alaska, send the form to: NTSB, ANC, 222 West 7th Avenue, Room 216, Box 11, Anchorage, AK 99513.

Rules pertaining to notification of aircraft accidents and incidents, as well as overdue aircraft are found in 49 *Code of Federal Regulations* (CFR) Part 830 http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfr830_main_02.tpl. These rules state the authority of the NTSB, define accidents, incidents, injuries, and other terms, and provide procedures for initial and immediate notification of accidents and incidents by aircraft pilots/operators.

A. APPLICABILITY

The pilot/operator of an aircraft shall send a report to the office listed above, based on accident/incident location; immediate notification is required by 49 CFR 830.5(a). **The report shall be filed within 10 days after an accident for which notification is required by Section 830.5, or after 7 days if an overdue aircraft is still missing.**

An aircraft accident, as defined in 49 CFR 830.2, is determined as an occurrence that involves a fatality or serious injury, or substantial damage to the aircraft. For occurrences that do not involve a fatality, the determination that the occurrence is an accident can be appealed by writing to the Director, Office of Aviation Safety, NTSB, 490 L'Enfant Plaza, S.W., Washington, D.C. 20594.

The NTSB uses this form for aircraft accident prevention activities and for statistical purposes. NTSB regulations (49 CFR Part 830) require that **ALL** questions be answered completely and accurately. Completion of this form will take approximately 60 minutes. The NTSB does not guarantee the privacy of any information provided in this form. You need not complete this form unless it displays a valid OMB control number, in accordance with 5 C.F.R. § 1320.5(b), which applies to this collection of information.

B. DEFINITIONS

1. "Aircraft Accident" means an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death, or serious injury, or in which the aircraft receives substantial damage. For purposes of this form, the definition of “aircraft accident” includes “unmanned aircraft accident,” as defined at 49 CFR 830.2.

2. "Substantial Damage" means damage or failure that adversely affects the structural strength, performance or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component. NOTE: Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairing or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for purposes of this report.

3. "Operator" means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

4. "Fatal Injury" means any injury that results in death within thirty (30) days of the accident.

5. "Serious Injury" means any injury that (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fracture of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

INSTRUCTIONS TO PILOTS/OPERATORS FOR COMPLETING THIS FORM

It is necessary that ALL questions on this report be answered completely and accurately.

If more space is needed, continue on a blank sheet of paper.

Nearest City/Place: Use the name of the nearest community in the state where the accident/incident occurred.

Date/Time: Indicate the date and local time of the event. Be sure to indicate the time zone.

Phase of Operation: Indicate the phase of operation during which the accident/incident occurred.

Aircraft Information: Enter aircraft make and model information as indicated on the aircraft registration certificate, including series. If the involved aircraft is certified as "amateur-built," include the name of the producer of the kit or plans, unless an NTSB employee instructs otherwise.

Maximum Gross Weight: Enter the certificated maximum gross weight for the aircraft involved in the occurrence. This should be the same as the maximum gross weight indicated on the aircraft weight and balance documents.

Engine: Enter engine make and model information as indicated on the engine data plate.

Type of Fire Extinguishing System: If a fire extinguishing system was used to fight an aircraft fire, specify the type(s) of extinguishing system(s) used. Examples include handheld extinguisher, engine fire bottle, cargo/baggage compartment fire suppression system, or airport emergency ground equipment.

Owner/Operator Information: Enter the owner information as shown on the registration certificate. Commercial operators, enter the operator information, including "doing business as" when applicable, as shown on the operator certificate.

Revenue Sightseeing Flight: Indicate whether the accident aircraft was conducting **revenue** sightseeing operations under 14 CFR Part 91 at the time of the accident.

Air Medical Flight: Indicate whether the accident flight was being conducted for the purpose of carrying medical personnel, patient(s), or organs.

Public Aircraft: Federal, state or local government flight operations such as official travel, law-enforcement, low-level observation, aerial application, firefighting, search and rescue, biological or geological resource management, or aeronautical research. Indicate whether the flight was conducted by the armed forces, federal, state, or local government.

Purpose of Flight: 14 CFR Parts 91, 103, 133, 136, and 137: Indicate the type of operation that was being conducted at the time of the occurrence using the following definitions:

AERIAL APPLICATION--Operations using an aircraft to perform aerial application or dispersion of any substance. Examples include agricultural, health, forestry, cloud seeding, firefighting, insect control, etc.

AERIAL OBSERVATION--These flights include aerial mapping/ photography, patrol, search and rescue, hunting, highway traffic advisory, ranching, surveillance, oil and mineral exploration, criminal pursuit, fish spotting, etc.

AIR DROP--Aerial operations, other than aerial application, that are intended to release items in flight.

AIR RACE/SHOW--Includes any flight operations conducted as part of an organized air race or public demonstration.

BUSINESS--includes all personal flying without a paid professional crew for reasons associated with furthering a business, including transportation to and from business meetings or work. This does not include corporate/executive operations, air taxi, or commuter operations.

EXECUTIVE/CORPORATE--Company flying with a paid, professional crew.

FERRY--Non-revenue flight under a special flight or "ferry" permit. Refer to 14 CFR 21.197 for details of special flight permit issuance.

FLIGHT TEST--Flight for the purpose of investigating the flight characteristics of an aircraft/aircraft component or evaluating an applicant for a pilot certificate or rating.

INSTRUCTIONAL--Flying while under the supervision of a flight instructor or receiving air carrier training. Personal proficiency flight operations and personal flight reviews, as required by federal air regulations, are excluded.

OTHER WORK USE--Miscellaneous flight operations conducted for compensation or hire such as construction work (not 14 CFR Part 135 operation), parachuting, aerial advertising, towing gliders, etc.

PERSONAL--Flying for personal reasons (excludes business transportation) including pleasure or personal transportation. This also includes practice or proficiency flights performed under flight instructor supervision and not part of an approved flight training program.

POSITIONING--Non-revenue flight conducted for the primary purpose of relocating the aircraft. Examples include moving the aircraft to a maintenance facility or to load passengers or cargo etc.

UNKNOWN--Use only if the primary purpose of flight is not known.

Other Aircraft--Collision: For all accidents involving a collision with another aircraft, including parked aircraft, check "Collision with other aircraft" under Basic Information and complete this section indicating details about the OTHER aircraft involved in the collision.

Airport Information: Complete this section if the accident/incident occurred on approach, landing, takeoff, departure, or within 3 statute miles of an airport. Please refer to the FAA Airport/Facility Directory or other official source for airport information.

Airport Identifier: Provide the official 3 or 4 character airport identifier number.

Runway: Indicate the number of the runway used, including L, R, or C if applicable.

Runway/Landing Surface: Indicate the type of intended runway/landing surface (do not indicate surface conditions). If the surface type was mixed, check all that apply.

Condition of Runway/Landing Surface: Indicate the condition of the intended runway/landing surface. If multiple conditions existed at the time of the accident, check all that apply.

Weather Information at the Accident/Incident Site: Indicate the weather conditions reported at the accident/incident site at the time of occurrence. If no weather reporting was available for the accident/incident site, indicate the reported conditions at the nearest reporting site. Specify the weather reporting site identifier, the observation time, and distance from the accident/ incident.

Sky/Lowest Cloud Condition: Indicate the height above ground level of the lowest cloud condition present at the time of the accident/incident and whether coverage was reported as few, scattered, broken or overcast. Also indicate the height above ground level and coverage of the lowest cloud ceiling present at the time of the accident/incident (reported as broken or overcast).

NOTAMs *(D and FDC), AIRMETs, SIGMETs, PIREPs*: Describe all NOTAMs (distant (D) or Flight Data Center (FDC), if known), AIRMETs, SIGMETs, and PIREPs in effect near the accident/incident.

Flight Crewmember Information: Indicate the category that best describes the capacity served by this flight crewmember at the time of the accident. The designators "Flight Crewmember 1" and "Flight Crewmember 2" do not refer to a specific pilot position or responsibility. If more than one pilot is aboard, they may be entered in any order and their capacity entered as appropriate.

Degree of Injury: See Definitions on the top half of Page 1 of the instructions. Minor injury is not defined. If an injury does not meet the criteria for another injury category, select Minor.

Date of Last Flight Review or Equivalent: Enter the date of the most recent flight review, or equivalent, completed by this pilot. Refer to 14 CFR 61.56 for accepted equivalents.

Type Ratings: List all type ratings on the pilot certificate. If the pilot holds no type ratings indicate "none." If the pilot holds a pilot certificate other than student and was flying an aircraft requiring an endorsement, enter the type and date of any logbook endorsement(s) for that aircraft. See 14 CFR 61 for examples of required endorsements.

Student Endorsements: If the pilot holds a student pilot certificate, enter all solo endorsements and dates on the student pilot certificate.

Flight Time: Complete the flight time matrix. Solo flight time should be included as "Pilot-in-Command (PIC)" and all dual flight instruction given should be included as "Time as Instructor."

Additional Flight Crewmembers: Complete this section if there were more than two required flight crewmembers on the aircraft. This also includes a check airman performing official duties but does not include cabin crew. State the capacity served by each included crewmember at the time of the accident.

Passenger(s)/Other Personnel: Enter identification and injury severity information for all passengers, cabin crew, and other personnel involved in the accident. See Page 1 of the instructions for the official definition of injury levels.

Several questions throughout the form allow for multiple responses; when appropriate, choose all responses that apply.

These instructions only pertain to major issue areas covered by NTSB Form 6120.1 *Pilot/Operator Aircraft Accident/Incident Report*. For additional definitions of questions and responses, please refer to www.ntsb.gov.

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: St Marys State: PA
ZIP: 15857 Country: USA
Latitude: N41 24.75 Longitude: W78 30.16
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 06/08/2020 *mm/dd/yyyy* Local Time: aprox 12:25pm
Time Zone: EDT

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

AIRCRAFT INFORMATION

Registration Number: N863K
Manufacturer: Great Lakes
Model: 2T-1A
Serial Number: 124
Year of Manufacture: 1932
Amateur-Built: ○ Yes ○ No *If Yes:* ○ Kit/Plans ○ Original Design Make:

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

Maximum Gross Weight: 1618 lbs
Weight at Time of Accident/Incident: 1600 lbs
Number of Seats: 2 Flight Crew Seats:
Cabin Crew Seats: Passenger Seats:
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	Warner	SuperScarab 165D	G002742	?	165	?	.5	116.8
Eng. 2								
Eng. 3								
Eng. 4								

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

Date Last Inspection: 06/01/2020 *mm/dd/yyyy*
Airframe Total Time: 1190.88 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: Curtis Reed
Model: ?

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

ELT Installed: ◉ Yes ○ No
If Yes:
ELT Manufacturer: Ameri-King
Model or Part No.: AK-450
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: Great Lakes Aero, LLC

Fractional Ownership Aircraft: ○ Yes ◉ No

City: East Aurora

State: NY ZIP: 14052

Country:

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

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: St Marys Municipal Airport

Airport Identifier: KOYM

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

Distance From Airport Center: .5 sm

Direction From Airport: 280 degrees true

Airport Elevation: 1934 ft. msl

Runway Information

Runway ID: 10 (L/R/C) Length: 4300 ft Width: 75 ft

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

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

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

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

Approach/Departure Segment *(Select one)*

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

IFR Approach *(Check all that apply)*

- ☐ None
- ☐ ADF/NDB
- ☐ SDF
- ☐ VOR/TVOR
- ☐ VOR/DME
- ☐ TACAN
- ☐ PAR
- ☐ Sidestep
- ☐ ILS
- ☐ Localizer Only
- ☐ LOC-back course
- ☐ RNAV
- ☐ MLS
- ☐ LDA
- ☐ ASR
- ☐ Visual
- ☐ Contact
- ☐ Circling
- ☐ Practice
- ☐ GPS
- ☐ Unknown

VFR Approach *(Check all that apply)*

- ☐ None
- ☑ Traffic Pattern
- ☐ Straight-In
- ☐ Valley/Terrain Following
- ☐ Go Around
- ☐ Full Stop
- ☐ Stop and Go
- ☐ Touch and Go
- ☐ Simulated Forced Landing
- ☐ Forced Landing
- ☐ 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: Stephen
Middle Initial: V
Last Name: Niesciur
City of Residence: Lovettsville
State: VA ZIP: 20180
Country: USA
Age at time of Accident/Incident: 75 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
03/15/2018 *mm/dd/yyyy*

Medical Certificate Limitations
I am currently operating under the provisions of Basic Med. I find no Limitations. Previous 3rdClass required corrective lenses.

I am now operating under Basic Med provisions. I cannot find any limitations listed. My previous 3rd Class medical had "Must wear lenses for distant, have glasses for near vision"

Medical Certificate Special Issuance
I held a Special Issuance at the time of my last Basic Med exam. I believe it is still valid,I but that it is no longer necessary for Basic Med

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 10/23/18 *mm/dd/yyyy*

Flight Review Aircraft
Make: Bellanca
Model: 8KCAB

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
CE-500, CL-600, CL-604, DA-10, DA-50, G1159, 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	23,700	20	3,700	20,000	2,500	4,000				
Pilot in Command (PIC)	19,900	17	3,350	19,000	2,000	3,500				
Time as Instructor	525	0	500	25						
This Make/Model										
Last 90 Days	5	0	5							
Last 30 Days	3	0	3							
Last 24 Hours	2	0	2							

"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: _____ City of Residence: _____

Middle Initial: _____ State: _____ ZIP: _____

Last Name: _____ Country: _____

Age at time of Accident/Incident: _____ Date of Birth: _____ *mm/dd/yyyy*

Certificate Number: _____

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

_____
mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Special Issuance

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

Flight Review Aircraft

Make: _____

Model: _____

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 ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ 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										
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

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

Crew Name and Address	Seat Occupied	Injury
First Name: ____________ City of Residence: ____________ Middle Initial: ______ State: ________ ZIP: ______ Last Name: ____________ Country: ____________	○ Left ○ Front ○ Center ○ Rear ○ Right ○ Single ○ Unknown	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown
Pilot Certificate(s) *(Check all that apply)* ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer	**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
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No **Total Flight Time at the Time of this Accident/Incident:** ________hrs		

Crew Name and Address	Seat Occupied	Injury
First Name: ____________ City of Residence: ____________ Middle Initial: ______ State: ________ ZIP: ______ Last Name: ____________ Country: ____________	○ Left ○ Front ○ Center ○ Rear ○ Right ○ Single ○ Unknown	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown
Pilot Certificate(s) *(Check all that apply)* ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer	**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
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: ________ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available** / **Used** ○ None / ○ None ○ Lap Only / ○ Lap Only ○ 3-point / ○ 3-point ○ 4-point / ○ 4-point ○ 5-point / ○ 5-point ○ Unknown / ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown
First Name: ________ City : ________ Middle Initial: ______ State: ____ ZIP: ______ Last Name: ________ Country: ________ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available** / **Used** ○ None / ○ None ○ Lap Only / ○ Lap Only ○ 3-point / ○ 3-point ○ 4-point / ○ 4-point ○ 5-point / ○ 5-point ○ Unknown / ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown
First Name: ________ City : ________ Middle Initial: ______ State: ____ ZIP: ______ Last Name: ________ Country: ________ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available** / **Used** ○ None / ○ None ○ Lap Only / ○ Lap Only ○ 3-point / ○ 3-point ○ 4-point / ○ 4-point ○ 5-point / ○ 5-point ○ Unknown / ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown
First Name: ________ City : ________ Middle Initial: ______ State: ____ ZIP: ______ Last Name: ________ Country: ________ ○ Crew ○ Passenger ○ Other	○ Left ○ Center ○ Right ○ Unknown Row: ____	○ None ○ Minor ○ Serious ○ Fatal ○ Unknown	**Available** / **Used** ○ None / ○ None ○ Lap Only / ○ Lap Only ○ 3-point / ○ 3-point ○ 4-point / ○ 4-point ○ 5-point / ○ 5-point ○ Unknown / ○ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years *If Under 5,* ○ Child Restraint ○ Lap-Held ○ Unknown

FLIGHT ITINERARY INFORMATION

Last Departure Point
Airport ID: KOYM
City: StMarys
State: PA
Country: USA

Time of Departure
Time: 12:05
Time Zone: EDT

Destination
Airport ID: KYOM
City: StMarys
State: PA
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:
_____ 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: KOYM
Observation Time: 12:00
Time Zone: EDT
Distance from Accident Site: .5 nm
Direction from Accident Site: 100 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: _____ (C) or _____(F)
Dew Point: _____ (C) or _____(F)
Altimeter Setting: _____ 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 un miles
RVR: _____feet
RVV: _____miles
Density Altitude: _____ 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)*

Aircraft: I noticed damage to landing gear, prop, engine cowl, and a tear/hole in the bottom & top of the left horizontal stabilizer. There may be other unnoticed or hidden damage.

Other: Localizer antenna damaged

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.

I was at KOYM to take delivery of N863K after completion of maintenance, which included a carburetor overhaul. I planned a short test flight at KOYM and planned to remain in the pattern to check the plane.

I taxied out at approx 11:45 EDT. Taxi checks and engine run-up were normal. I departed RW10 at approx 12:05. Take off and climb out was routine with the engine running well and producing normal climb power of about 2000 rpm.

During level off with full power still in, the rpm increased to 2200, which again is normal. When I attempted to reduce the power to normal cruise range of 1800 to 1900rpm, I noticed the power lever position relative to engine rpm was different than it had previously been. I had to pull the lever 2/3 of the way back toward idle to reduce rpm to 1900. Previously, moving the lever 1/2 way back (vertical position) from full power would set power around 1850 rpm. So I had only 1/3 of lever travel distance left to the idle position. I made a mental note to discuss this with maintenance on the ground, and continued in the pattern for several more circuits to check other things. The engine continued to run well and I discovered no other issues with the plane.

As the flight continued, I became concerned about the power lever position and apprehensive about the short travel distance remaining between the1900 rpm lever position and idle position. I wondered how much movement it would take to reduce to 1500rpm for the landing approach, whether I could make incremental 100rpm changes; etc. I now realize that this issue became a distraction for me.

After several circuits around the pattern, I determined everything else was normal and I decided to land. Passing the approach end of RW10 on downwind I reduced power and began the approach. Upon completing the turn to base, I perceived I was high. I made a further power reduction in order to descend and capture a normal glide path, then shifted focus to my desired touch down area on the runway. I do not remember checking the RPM setting, although it would have been my habit to do so.

Runway 10 slopes down hill from the approach end to a low point that is approx 40% from the approach end. The runway then slopes upward toward the departure end. So the runway falls away from you at the beginning then rises up toward you after the low point. Wheel landings are the norm for this plane on hard surface. That means a higher approach & landing speed (80mph) and using more runway both before and after touchdown. I wanted to touch down before the up slope, so I was aiming for a touch down no more than 1000' from the threshold.

Just after I completing the turn to final I intercepted what I thought to be about a normal 3 degree glide path. I simultaneously added power that I expected would maintain that glide path at 80MPH and applied some back pressure. I was still focused on the low point of the runway.

At a certain point, a few seconds later, I noticed the nose of the aircraft obscuring my view of the end of the runway and that the airspeed indicator was showing 70 MPH. I also realized that I had continued descending through my Intended glide path, and the earlier power addition was insufficient to arrest what was a much higher sink rate than I expected.

I immediately added significantly more power, but did not go to full throttle because I still hadn't realized how close I was to the up-sloping terrain. I expected to recapture the glide path and continue with the landing.

A second later, just as the power was taking hold, I felt a jolt, followed by a sudden pitch down, then a larger jolt. The whole scenario occurred in just a few seconds.

NARRATIVE CONTINUES ON PAGE 11

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

Operator/Owner Safety Recommendation

For me the lesson learned is to not be constantly keep my guard up for signs of loosing situational awareness. Not allow myself get overly consumed with one in-flight task or objective. Keep the big picture in mind at all times. Be more vigilant and aware of the danger of distractions and do not allow cockpit them to degrade your performance. Know and use the many cockpit resource management and risk management tools available. Aviate first and foremost.

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)

approx 20 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

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

IT is an open cockpit biplane. I was only occupant. I unstrapped, stoop up, and climbed out.

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.

NARRATIVE CONTINUED FROM PAGE 9

I sat in the cockpit for a short time mentally disoriented - with the nose of my plane in the ground and wondering what had happened. When I regained my senses, I realized I had crashed and quickly shut down everything in the cockpit and exited the airplane.

Until the airport manager arrived at the site I did not know that I had struck anything with the airplane. The manager pointed out the damage to the antenna and told me I had hit that with the tail, which caused the airplane to nose in to the ground.

Sometime after the accident I asked the mechanic about the power lever position. He said something about having to adjust the throttle linkage attachment point to the carburetor, He said that he had to move it one hole aft to make it match up correctly with the new carburetor.

If I were to try to discern a cause or causes for the accident, it might be that I had become fixated on the runway low point and was simultaneously distracted by the throttle and power settings issue. Those facts resulted in a loss of situational awareness with respect to both rate of descent and proximity to the ground on base/final. Recognition came too late and the corrective action was insufficient to prevent contact with the antenna.

NOTE: In the interest of completing this report in a timely fashion, and per the advice of Mr. Aaron McCarter, the flight times listed on Page 6 have been entered as approximations. Some are blank because I couldn't even guess. After moving just recently, and several times in the past few years, my logs have been misplaced and I have yet to locate them. The Flight Time information on page 8 will be updated when the logs are located.

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

Date of this Report
06/15/2020
mm/dd/yyyy

Name of Pilot/Operator: Stephen V. Niesciur

Signature: [redacted]

-- or -- ☐

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
ERA20CA210	Eastern -Ashburn, VA	A. McCarter	06-19-2020