

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

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

## BASIC INFORMATION

<b>Accident/Incident Location</b> Nearest City/Place: <u>MESA</u> <u>KIWA</u> State: <u>AZ</u> ZIP: _____ Country: <u>USA</u> Latitude: <u>33:18.47N</u> (dd:mm:ss N/S) Longitude: <u>111:39.33W</u> (ddd:mm:ss E/W)		<b>Date/Time</b> Date: <u>03-18-2010</u> Local Time: <u>1000</u> <small>mm/dd/yyyy</small> Time Zone: <u>MST</u>	
<b>Phase of Operation</b> <input type="checkbox"/> Standing <input type="checkbox"/> Takeoff (incl. initial climb) <input type="checkbox"/> Cruise <input type="checkbox"/> Hover <input type="checkbox"/> Taxi <input type="checkbox"/> Climb <input type="checkbox"/> Maneuvering <input type="checkbox"/> Other <input type="checkbox"/> Descent <input checked="" type="checkbox"/> Landing <input type="checkbox"/> Approach <input type="checkbox"/> Unknown		<b>Collision with Other Aircraft</b> <input type="checkbox"/> Midair <input type="checkbox"/> On-ground <input type="checkbox"/> None	<b>Altitude of In-Flight Occurrence</b> _____ ft MSL

## AIRCRAFT INFORMATION

<b>Manufacturer:</b> <u>PIPER</u> <b>Model:</b> <u>PA 22-160</u> <b>Serial Number:</b> <u>22-6000</u> <b>Registration Number:</b> <u>N8830D</u> Amateur-built: <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>Max Gross Weight:</b> <u>2000</u> lbs <b>Weight at Time of Accident/Incident:</b> <u>EST 1425</u> lbs <b>Location of Center of Gravity at Time of Accident/Incident:</b> _____ inches from <input type="checkbox"/> nose or <input type="checkbox"/> datum -or- _____ Percent Mean Aerodynamic Cord (% MAC)	
<b>Category of Aircraft</b> <input checked="" type="checkbox"/> Airplane <input type="checkbox"/> Balloon <input type="checkbox"/> Blimp/Dirigible <input type="checkbox"/> Glider <input type="checkbox"/> Gyrocraft <input type="checkbox"/> Helicopter <input type="checkbox"/> Powered lift <input type="checkbox"/> Ultralight <input type="checkbox"/> Unknown	<b>Type of Airworthiness Certificate</b> (Check all that apply) <b>Standard</b> <input checked="" type="checkbox"/> Normal <input type="checkbox"/> Utility <input type="checkbox"/> Acrobatic <input type="checkbox"/> Transport <b>Special</b> <input type="checkbox"/> Restricted <input type="checkbox"/> Limited <input type="checkbox"/> Provisional <input type="checkbox"/> Experimental <input type="checkbox"/> Special Flight <input type="checkbox"/> Light Sport	<b>Number of Seats:</b> <u>4</u> If Large Aircraft, how many seats for: Flight Crew: _____ Cabin Crew: _____ Passengers: _____	<b>Landing Gear</b> <input type="checkbox"/> Retractable Check any additional landing gear configuration that applies: <input type="checkbox"/> Tricycle <input checked="" type="checkbox"/> Tailwheel <input type="checkbox"/> Amphibian <input type="checkbox"/> High Skid <input type="checkbox"/> Emergency Float <input type="checkbox"/> Skid <input type="checkbox"/> Float <input type="checkbox"/> Ski <input type="checkbox"/> Hull <input type="checkbox"/> Ski/Wheel <input type="checkbox"/> Unknown

<b>Type of Maintenance Program</b> <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Conditional (Amateur-built only) <input type="checkbox"/> Manufacturer's Inspection Program <input type="checkbox"/> Other Approved Inspection Program (AAIP) <input type="checkbox"/> Continuous Airworthiness <input type="checkbox"/> Other, specify: _____	<b>Last Inspection Type</b> <input type="checkbox"/> 100 Hour <input type="checkbox"/> Continuous Airworthiness <input type="checkbox"/> AAIP <input type="checkbox"/> Conditional Inspection <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Unknown	<b>Date Last Inspection:</b> <u>01/15/2010</u> <small>mm/dd/yyyy</small> <b>Airframe Total Time:</b> <u>3891.01</u> hrs hours measured at (check one) <input checked="" type="checkbox"/> Last Inspection <input type="checkbox"/> Time of Accident/Incident
<b>IFR Equipped</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	<b>Stall Warning System Installed</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	<b>Type of Fire Extinguishing System</b> <input checked="" type="checkbox"/> None <input type="checkbox"/> Specify _____

<b>ELT Installed</b> <b>ELT Activated</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>ELT Manufacturer:</b> <u>EBC</u> <b>Model/Series:</b> <u>102A</u> <b>Serial Number:</b> <u>27426</u> <b>Battery Type:</b> _____ <b>Battery Exp. Date:</b> <u>7/2010</u>
<b>ELT Aided in Locating Accident/Incident</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

<b>Engine Type</b> <input checked="" type="checkbox"/> Reciprocating <input type="checkbox"/> Turbo Jet <input type="checkbox"/> Turbo Shaft <input type="checkbox"/> Turbo Fan <input type="checkbox"/> Turbo Prop <input type="checkbox"/> Unknown	<b>Reciprocating Fuel System Type</b> <input checked="" type="checkbox"/> Carburetor <input type="checkbox"/> Fuel Injected	<b>Propeller</b> <input checked="" type="checkbox"/> Fixed Pitch <input type="checkbox"/> Controllable Pitch <b>Manufacturer:</b> <u>SENSINICH</u> <b>Model:</b> <u>74DM6-61</u>
---	---	--

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <small>mm/dd/yyyy</small>	Engine Rated Power Measured as (check one) <input checked="" type="checkbox"/> Horsepower or <input type="checkbox"/> lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	<u>LYCOMING</u>	<u>O-320-A2</u>	<u>L8709-27</u>		<u>150</u>	<u>31846</u>		<u>10336</u>
Eng. 2								
Eng. 3								
Eng. 4								

<b>OWNER/OPERATOR INFORMATION</b>			
<b>Registered Aircraft Owner</b> Name: <u>JOHN SALTZMAN / WAYNE STALLING</u> Fractional Ownership Aircraft: <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>Owner Address</b> City: <u>GILBERT</u> State: <u>AZ</u> ZIP: <u>85296</u> Country: <u>USA</u>	
<b>Operator of Aircraft</b> <input checked="" type="checkbox"/> Same As Registered Owner Name: _____ Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		<b>Operator Address</b> <input type="checkbox"/> Same As Registered Owner City: _____ State: _____ ZIP: _____ Country: _____	
<b>Regulation Flight Conducted Under</b> <input checked="" type="checkbox"/> FAR 91 <input type="checkbox"/> FAR 129 <input type="checkbox"/> FAR 91 Special Flight <input type="checkbox"/> Public Use (select type) <input type="checkbox"/> FAR 103 <input type="checkbox"/> FAR 133 <input type="checkbox"/> Non-US, Commercial <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> FAR 121 <input type="checkbox"/> FAR 135 <input type="checkbox"/> Non-US, Non-commercial <input type="checkbox"/> Unknown <input type="checkbox"/> FAR 125 <input type="checkbox"/> FAR 137 <input type="checkbox"/> Armed Forces		<b>Revenue Sightseeing Flight</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>Air Medical Flight</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Purpose of Flight</b> for FAR 91, 103, 133, 137 (Select one) <input type="checkbox"/> Personal <input type="checkbox"/> Business <input type="checkbox"/> Executive/Corporate <input type="checkbox"/> Other Work Use <input checked="" type="checkbox"/> Instructional <input type="checkbox"/> Ferry <input type="checkbox"/> Positioning <input type="checkbox"/> Aerial Application <input type="checkbox"/> Aerial Observation <input type="checkbox"/> Air Drop <input type="checkbox"/> Air Race / Show <input type="checkbox"/> Flight Test <input type="checkbox"/> Public Use <input type="checkbox"/> Unknown	<b>Revenue Operation</b> for FAR 121, 125, 129, 135 (Select one) <input type="checkbox"/> Scheduled or Computer <input type="checkbox"/> Non-Scheduled or Air Taxi  <b>Domestic or International</b> <input type="checkbox"/> Domestic <input type="checkbox"/> International  <b>Cargo Operation</b> <input type="checkbox"/> Passenger/Cargo <input type="checkbox"/> Passenger _____ How many? <input type="checkbox"/> Cargo _____ lbs <input type="checkbox"/> Mail _____		<b>Type of Commercial Operating Certificate Held</b> (Select all that apply) <input checked="" type="checkbox"/> None <input type="checkbox"/> Flag Carrier Operating Certificate (121) <input type="checkbox"/> Supplemental <input type="checkbox"/> Air Cargo <input type="checkbox"/> Foreign Air Carriers (129) <input type="checkbox"/> Commuter Air Carrier (135) <input type="checkbox"/> On-Demand Air Taxi (135) <input type="checkbox"/> Large Helicopter (127) <input type="checkbox"/> Rotorcraft External Load (133) - or - <input type="checkbox"/> Agricultural Aircraft (137) <input type="checkbox"/> Other Operator of Large Aircraft
<b>OTHER AIRCRAFT – COLLISION</b> (If air or ground collision occurred, complete this section for other aircraft)			
Aircraft Registration Number: _____	Manufacturer: _____ Model: _____	<b>Damage to Other Aircraft</b> <input type="checkbox"/> Destroyed <input type="checkbox"/> Minor <input type="checkbox"/> Substantial <input type="checkbox"/> None	
<b>Registered Owner of Other Aircraft</b> First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
<b>Pilot of Other Aircraft</b> First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
<b>MECHANICAL MALFUNCTION/FAILURE</b> (If more space is needed, continue on separate sheet)			
Was there Mechanical Malfunction/Failure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown (If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)			<b>Total Time/Cycles On Part</b> _____ Hours _____ Cycles  <b>Time Since This Part Inspected/Overhauled</b> _____ Hours
<b>DAMAGE TO AIRCRAFT AND OTHER PROPERTY</b>			
<b>Aircraft Damage</b> <input type="checkbox"/> None <input checked="" type="checkbox"/> Substantial <input type="checkbox"/> Minor <input type="checkbox"/> Destroyed	<b>Aircraft Fire</b> <input checked="" type="checkbox"/> None <input type="checkbox"/> Both Ground and In-Flight <input type="checkbox"/> In-Flight <input type="checkbox"/> Unknown Origin <input type="checkbox"/> On-Ground	<b>Aircraft Explosion</b> <input checked="" type="checkbox"/> None <input type="checkbox"/> Both Ground and In-Flight <input type="checkbox"/> In-Flight <input type="checkbox"/> Unknown Origin <input type="checkbox"/> On-Ground	

## Description of Damage to Aircraft and Other Property (use additional sheet if necessary)

ATTACHED  
SA

## AIRPORT INFORMATION (if the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)

Airport Identifier: KIWA Distance From Airport Center: 25 SM  
 Airport Name: PHOENIX-MESA GATEWAY Direction From Airport: 120 degrees MAG  
 Proximity to Airport ☐ Off Airport/Airstrip ☒ On Airport ☐ On Airstrip Airport Elevation: 1382 ft. MSL

## Approach Segment (Select one)

☐ On Instrument Approach ☒ Landing ☐ Base leg ☐ Final ☐ Go Around  
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)

## IFR Approach (Check all that apply)

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

## VFR Approach (Check all that apply)

☐ None ☒ Stop and Go  
☒ Traffic Pattern ☒ Touch and Go  
☐ Straight-In ☐ Simulated Forced Landing  
☐ Valley/Terrain Following ☐ Forced Landing  
☐ Go Around ☐ Precautionary Landing  
☐ Full Stop ☐ Unknown

## Runway Information

Runway ID: 30L (L/R/C) Length: 10401 ft Width: 150 ft

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

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

## 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 ☐ Unknown  
☐ Slush Covered ☐ Vegetation

## FLIGHT ITINERARY INFORMATION

## Last Departure Point

Airport ID: CHD  
 City: CHANDLER  
 State: AZ  
 Country: USA

## Time of Departure

Time: 0930  
 Time Zone: MST

## Destination

Airport ID: IWA  
 City: PHOENIX-MESA  
 State: AZ  
 Country: USA

## Type Flight Plan Filed

☒ None ☐ VFR/IFR  
☐ Company VFR ☐ IFR  
☐ Military VFR ☐ Unknown  
☐ VFR  
 Activated? ☐ Yes ☐ No

## 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 E ☐ Prohibited Area ☐ Jet Training Area ☐ Special  
☐ Class B ☐ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area  
☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown  
☒ Class D ☐ Warning Area ☐ Airport Advisory Area

## Aircraft Load Description (Check all that apply)

☐ None ☐ Towing Glider ☐ Parachutists ☐ Livestock  
☒ Passengers ☐ Towing Banner ☐ Water ☐ Unknown  
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds

## FUEL &amp; SERVICES INFORMATION

## Fuel on Board at Last Takeoff

(convert from pounds, as necessary)

20-25 Gallons

## Fuel Type

☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify \_\_\_\_\_  
☒ 100 Low Lead ☐ Jet A ☐ JP4  
☐ 100/130 ☐ Automotive ☐ JP5

## Other Services, if Any, Prior to Departure

N/A

<b>EVACUATION OF AIRCRAFT</b>			
Was an emergency evacuation of the aircraft performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Method of Exit - Describe how the occupants exited and how many occupants evacuated each location <div style="font-size: 1.2em; font-family: cursive;">THRU RIGHT HAND FRONT DOOR</div>			
<b>WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE</b>			
<b>Weather Observation Facility</b> Facility ID: <u>K14A</u> Observation Time: <u>ATIS - SIERRA 0930</u> Time Zone: <u>0930 MST</u> Distance from Accident Site: <u>4</u> NM Direction from Accident Site: <u>120</u> degrees MAG		<b>Source of Weather Information</b> (Check all that apply) <input type="checkbox"/> National Weather Service <input type="checkbox"/> Flight Service Station <input type="checkbox"/> TV/Radio <input type="checkbox"/> Automated Report <input type="checkbox"/> Commercial Weather Service (DUATS) <input type="checkbox"/> Company <input type="checkbox"/> Military <input type="checkbox"/> Internet <input type="checkbox"/> Unknown <u>ATIS</u>	
<b>Briefing Type/Completeness</b> <input type="checkbox"/> Full <input type="checkbox"/> Partial / Limited By Pilot <input type="checkbox"/> Partial / Limited By Briefer <input type="checkbox"/> Abbreviated <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not Pertinent		<b>Light Condition</b> <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input checked="" type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> Dark Night <input type="checkbox"/> Bright Night <input type="checkbox"/> Not Reported	
<b>Sky/Lowest Cloud Condition</b> <input checked="" type="checkbox"/> Clear <input type="checkbox"/> Few <input type="checkbox"/> Partial Obscuration <input type="checkbox"/> Scattered <input type="checkbox"/> Thin Broken <input type="checkbox"/> Thin Overcast <input type="checkbox"/> Unknown		<b>Ceiling</b> <input checked="" type="checkbox"/> None (clear) <input type="checkbox"/> Broken <input type="checkbox"/> Overcast <input type="checkbox"/> Obscured <input type="checkbox"/> Indefinite <input type="checkbox"/> Unknown	
<b>Lowest Cloud Condition Height</b> <u>NA</u> ft AGL		<b>Ceiling Height</b> <u>NA</u> ft AGL	
<b>Wind Direction</b> <input type="checkbox"/> Indicated: <u>210 - 180</u> degrees MAG <input checked="" type="checkbox"/> Variable		<b>Wind Speed</b> Velocity: <u>8-10</u> KTS -or- <input type="checkbox"/> Calm <input type="checkbox"/> Light and Variable	
<b>Wind Gusts</b> Velocity: <u>?</u> KTS <input checked="" type="checkbox"/> Gusting <input type="checkbox"/> Not Gusting		<b>Restriction to Visibility</b> (Check all that apply) <input checked="" type="checkbox"/> None <input type="checkbox"/> Blowing Dust <input type="checkbox"/> Blowing Sand <input type="checkbox"/> Blowing Snow <input type="checkbox"/> Blowing Spray <input type="checkbox"/> Dust <input type="checkbox"/> Fog <input type="checkbox"/> Ground Fog <input type="checkbox"/> Haze <input type="checkbox"/> Ice Fog <input type="checkbox"/> Smoke <input type="checkbox"/> Unknown	
<b>Type of Turbulence</b> (Check all that apply) <input checked="" type="checkbox"/> None <input type="checkbox"/> In Clouds <input type="checkbox"/> Clear Air <input type="checkbox"/> Vicinity of Thunderstorm <b>Severity of Turbulence</b> <input type="checkbox"/> Extreme <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input type="checkbox"/> Severe <input type="checkbox"/> Moderate Chop			
NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident			
Temperature: _____ (C) or _____ (F) Altimeter Setting: <u>29.88</u> in. HG or _____ MB Density Altitude: _____ ft Dew Point: _____ (C) or _____ (F)		<b>Icing Forecast</b> Amount <input checked="" type="checkbox"/> None <input type="checkbox"/> Moderate <input type="checkbox"/> Trace <input type="checkbox"/> Severe <input type="checkbox"/> Light Type <input type="checkbox"/> Rime <input type="checkbox"/> Clear <input type="checkbox"/> Mixed <b>Icing Actual</b> Amount <input checked="" type="checkbox"/> None <input type="checkbox"/> Moderate <input type="checkbox"/> Trace <input type="checkbox"/> Severe <input type="checkbox"/> Light Type <input type="checkbox"/> Rime <input type="checkbox"/> Clear <input type="checkbox"/> Mixed	
		<b>Type of Precipitation</b> (Check all that apply) <input checked="" type="checkbox"/> None <input type="checkbox"/> Drizzle <input type="checkbox"/> Rain <input type="checkbox"/> Ice Pellets <input type="checkbox"/> Snow <input type="checkbox"/> Snow Pellets <input type="checkbox"/> Hail <input type="checkbox"/> Snow Grains <input type="checkbox"/> Rain Showers <input type="checkbox"/> Ice Crystals <input type="checkbox"/> Freezing Rain <input type="checkbox"/> Ice Pellets Shower <input type="checkbox"/> Snow Shower <input type="checkbox"/> Freezing Drizzle <b>Intensity of Precipitation</b> <u>NA</u> <input type="checkbox"/> Light <input type="checkbox"/> Moderate <input type="checkbox"/> Heavy	

# **PILOT "A" INFORMATION**

## **Pilot "A" Responsibilities at the Time of Accident/Incident**

☐ Pilot  
 ☐ Co-Pilot  
 ☐ Student Pilot  
☒ Flight Instructor  
 ☐ Check Pilot  
 ☐ Flight Engineer  
 ☐ Other Flight Crew

## **Pilot "A" Identification**

First Name: RONALD      City: MESA  
 Middle Initial: J      State: AZ      ZIP: PS213  
 Last Name: RICH      Country: USA  
 Age at time of Accident/Incident: 62      Date of Birth: mm/dd/yyyy      Certificate Number: CF2

## **Degree of Injury**

☒ None  
 ☐ Fatal  
☐ Minor  
 ☐ Unknown  
☐ Serious

## **Seat Occupied**

☐ Left  
 ☐ Front  
 ☐ Unknown  
☒ Right  
 ☐ Rear  
☐ Center  
 ☐ Single

## **Seat Belt**

Used ☒ Yes  
 ☐ No  
 Available ☒ Yes  
 ☐ No

## **Shoulder Harness**

Used ☒ Yes  
 ☐ No  
 Available ☒ Yes  
 ☐ No

## **Pilot Certificate(s) (Check all that apply)**

☐ None  
 ☐ Student  
 ☐ Recreational  
☒ Commercial  
 ☐ Flight Engineer  
 ☐ Foreign  
☐ Private  
☒ Flight Instructor  
 ☐ Sport  
☒ Airline Transport  
 ☐ U.S. Military

## **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  
☒ With limitations/waivers  
☐ Unknown

## **Date of Last Medical**

04/01/2009  
 mm/dd/yyyy

## **Medical Certificate Limitations**

MUST HAVE GLASSES AVAILABLE FOR NEAR VISION  
 NOT VALID FOR ANY CLASS AFTER APRIL 30 2010

## **Medical Certificate Waivers**

N/A

## **Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:**

12/25/2008  
 mm/dd/yyyy

## **Flight Review Aircraft**

Make: PIDGER  
 Model: DA-22/20      DACER      88300

## **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  
☐ Free 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**

SF-340

## **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	3258	600	1700	862	348	203	175	—	—	—
Pilot in Command (PIC)	2294	600	—	—	—	—	—	—	—	—
Time as Instructor	867	8580	890	27	—	—	—	—	—	—
This Make/Model										
Last 90 Days	8	1	8	—	—	—	—	—	—	—
Last 30 Days	5	1	8	—	—	—	—	—	—	—
Last 24 Hours	1	1	8	—	—	—	—	—	—	—

Ronald Rich  
ATP AMEL SF-340 Comm ASEL/ASES [REDACTED]  
CFI/CFII/CFIME [REDACTED] CFI  
time logged  
total time 3258.3  
Single engine land (non complex) total time 1700.4  
Single engine land complex 485.4  
Multi Eng land 862.1  
Multi engine turbine 588.2  
instructor- CFI 867.3  
Estimated make Model PA22 600 - 800 hrs  
estimated time in N8830D s/n 22-6000 80hrs

first training in PA22 1967

BFR

11/25/2008 Jim Whethington in PA22-108 modified with 150 hp  
12/26/2008 Wayne Stallings in PA22-160 modified with 150 hp and Univair PA20  
conversion (N8830D)

PILOT "B" INFORMATION																																																																																																				
<b>Pilot "B" Responsibilities at the Time of Accident/Incident</b> <input type="checkbox"/> Pilot <input type="checkbox"/> Co-Pilot <input checked="" type="checkbox"/> Student Pilot <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Check Pilot <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Other Flight Crew																																																																																																				
<b>Pilot "B" Identification</b> First Name: <u>JOHN</u> City: <u>GILBERT</u> Middle Initial: _____   State: <u>AZ</u> ZIP: <u>85296</u> Last Name: <u>SALTZMAN</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>39</u> Date of Birth: _____   Certificate Number: <u>C/L</u> _____ <div style="text-align: center; font-size: small;">mm/dd/yyyy</div>																																																																																																				
<b>Degree of Injury</b> <input checked="" type="checkbox"/> None <input type="checkbox"/> Fatal <input type="checkbox"/> Minor <input type="checkbox"/> Unknown <input type="checkbox"/> Serious			<b>Seat Occupied</b> <input checked="" type="checkbox"/> Left <input type="checkbox"/> Front <input type="checkbox"/> Unknown <input type="checkbox"/> Right <input type="checkbox"/> Rear <input type="checkbox"/> Center <input type="checkbox"/> Single			<b>Seat Belt</b> Used <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Available <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>Shoulder Harness</b> Used <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Available <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																																																																												
<b>Pilot Certificate(s) (Check all that apply)</b> <input type="checkbox"/> None <input checked="" type="checkbox"/> Student <input type="checkbox"/> Recreational <input type="checkbox"/> Commercial <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Foreign <input type="checkbox"/> Private <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Sport <input type="checkbox"/> Airline Transport <input type="checkbox"/> U.S. Military																																																																																																				
<b>Principal Occupation</b> <input type="checkbox"/> Pilot <input checked="" type="checkbox"/> Other <input type="checkbox"/> Unknown		<b>Medical Certificate</b> <input type="checkbox"/> None <input checked="" type="checkbox"/> Class 3 <input type="checkbox"/> Class 1 <input type="checkbox"/> Driver's License (Sport Pilot only) <input type="checkbox"/> Class 2 <input type="checkbox"/> Unknown			<b>Medical Certificate Validity</b> <input checked="" type="checkbox"/> Without limitations/waivers <input type="checkbox"/> With limitations/waivers <input type="checkbox"/> Unknown			<b>Date of Last Medical</b> <u>8-12-2009</u> <div style="text-align: center; font-size: small;">mm/dd/yyyy</div>																																																																																												
<b>Medical Certificate Limitations</b> <u>NA</u>																																																																																																				
<b>Medical Certificate Waivers</b> <u>NA</u>																																																																																																				
<b>Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:</b> _____ <div style="text-align: center; font-size: small;">mm/dd/yyyy</div>					<b>Flight Review Aircraft</b> Make: _____ Model: _____																																																																																															
<b>Airplane Rating(s) (Check all that apply)</b> <input checked="" type="checkbox"/> None <input type="checkbox"/> Single-Engine Land <input type="checkbox"/> Single-Engine Sea <input type="checkbox"/> Multiengine Land <input type="checkbox"/> Multiengine Sea		<b>Other Aircraft Rating(s) (Check all that apply)</b> <input type="checkbox"/> None <input type="checkbox"/> Airship <input type="checkbox"/> Free Balloon <input type="checkbox"/> Glider <input type="checkbox"/> Gyroplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Powered Lift		<b>Instrument Rating(s) (Check all that apply)</b> <input type="checkbox"/> None <input type="checkbox"/> Airplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Powered Lift		<b>Instructor Rating(s) (Check all that apply)</b> <input type="checkbox"/> None <input type="checkbox"/> Instrument Airplane <input type="checkbox"/> Airplane Single-Engine <input type="checkbox"/> Instrument Helicopter <input type="checkbox"/> Airplane Multi-Engine <input type="checkbox"/> Helicopter <input type="checkbox"/> Gyroplane <input type="checkbox"/> Glider <input type="checkbox"/> Powered Lift <input type="checkbox"/> Sport																																																																																														
<b>Type Ratings</b> <u>NA</u>					<b>Student Endorsements (Include dates)</b> <u>SEE ATTACHED PG. 8A</u>																																																																																															
<table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th rowspan="2">Flight Time (enter appropriate number of hours in each box)</th> <th rowspan="2">All Aircraft</th> <th rowspan="2">This Make &amp; Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multiengine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>156.6</td> <td>156.6</td> <td>156.6</td> <td>—</td> <td>5.7</td> <td></td> <td>3.1</td> <td>—</td> <td>—</td> <td>—</td> </tr> <tr> <td>Pilot in Command (PIC)</td> <td>21.4</td> <td>21.4</td> <td>21.4</td> <td>—</td> <td>2.8</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Time as Instructor</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>This Make/Model</td> <td colspan="10" style="background-color: black; color: black;"> </td> </tr> <tr> <td>Last 90 Days</td> <td>22.1</td> <td>22.1</td> <td>22.1</td> <td>—</td> <td>2.0</td> <td></td> <td>.8</td> <td>—</td> <td>—</td> <td>—</td> </tr> <tr> <td>Last 30 Days</td> <td>9.6</td> <td>9.6</td> <td>9.6</td> <td>—</td> <td>—</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>1</td> <td>1</td> <td>1</td> <td>—</td> <td>—</td> <td></td> <td>—</td> <td>—</td> <td></td> <td></td> </tr> </tbody> </table>											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	156.6	156.6	156.6	—	5.7		3.1	—	—	—	Pilot in Command (PIC)	21.4	21.4	21.4	—	2.8						Time as Instructor	—	—	—	—	—						This Make/Model											Last 90 Days	22.1	22.1	22.1	—	2.0		.8	—	—	—	Last 30 Days	9.6	9.6	9.6	—	—						Last 24 Hours	1	1	1	—	—		—	—		
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	156.6	156.6	156.6	—	5.7		3.1	—	—	—																																																																																										
Pilot in Command (PIC)	21.4	21.4	21.4	—	2.8																																																																																															
Time as Instructor	—	—	—	—	—																																																																																															
This Make/Model																																																																																																				
Last 90 Days	22.1	22.1	22.1	—	2.0		.8	—	—	—																																																																																										
Last 30 Days	9.6	9.6	9.6	—	—																																																																																															
Last 24 Hours	1	1	1	—	—		—	—																																																																																												

8B

John Saltzman  
39 yr - 01/19/71  
Medical: no limitations, 08/12/2009  
Student certificate number = GC- [REDACTED]

---

**Endorsements:**

Private Pilot Aeronautical Knowledge: 61.35(a)(1) and 61.105(b) - date = 10/16/2003

Presolo aeronautical knowledge: 61.87(b) - date = 5/5/2007

Presolo flight training: 61.87(c) - date = 5/5/2007

Presolo flight training at night: 61.87(c) and (m) - date = 5/5/2007

Solo landings and takeoffs at another airport within 25nm: 61.93(b)(1) - date = 5/5/2007  
(IWA, CHD)

Solo landings and takeoffs at another airport within 25nm: 61.93(b)(1) - date = 5/5/2007  
(FFZ, CGZ)

PIC - Tailwheel Airplane: 61.31(i) - date = 5/5/2007

Additional Endorsement: Private Pilot Aeronautical Knowledge: 61.35(a)(1) and  
61.105(b) - date = 12/2/2007

Solo: 61.87(n) - date = 10/08/2007

Solo: 61.87(n) - date = 1/3/2008

Solo: 61.87(n) - date = 1/27/2009

Additional Endorsement: Private Pilot Aeronautical Knowledge: 61.35(a)(1) and  
61.105(b) - date = 10/03/2009

Solo: 61.87(n) - date = 11/5/2009

Presolo flight training at night: 61.87 (c) and (m) - date = 11/11/2009

Additional Endorsement: 61.93(b)(1) - Solo landings and takeoffs at another airport  
within 25nm - date = 11/11/2009

Initial Solo cross-country flight: 61.93(c) - date = 11/25/2009

Each solo cross-country flight: 61.93(d) - date = 11/25/2009 (E63,P08,CGZ)

Each solo cross-country flight: 61.93(d) - date = 11/27/2009 (E63,P08,CGZ)

Each solo cross-country flight: 61.93(d) - date = 11/27/2009 (FFZ,AVQ)

Each solo cross-country flight: 61.93(d) - date = 12/1/2009 (FFZ,AVQ)

---

Hours Follow: All hours in SEL Pacer 8830D

Total take-offs = 483

Total landings = 464

Total Hours = 156.6

Total Dual Hours = 135.2

Total Solo Hours = 21.4

Simulated Instrument Dual = 3.1

Night Dual = 13.4

CC Dual Total = 31.5

CC Dual Night = 5.7

CC Dual Night over 100nm = 3

CC solo Total = 5.4

CC solo night = 2

Solo night = 2.8

Flight time last 90 days:

--47 TO; 47 landings

--22.1 hours; 11.7 solo, 10.4 dual

--7.6 cc, 2 night, 0.8 hood

Flight time last 30 days:

--21 TO; 21 landings

--9.6 hours; 2.1 solo, 7.5 dual

--2.2 cc

Flight time last 24 hours (including last flight on 3/18):

--3 TO; 3 landings

--1 hour; 0 solo, 1 dual

# **ADDITIONAL FLIGHT CREW MEMBERS** (Exclusive of cabin attendants, complete the following information)

<b>Pilot Name and Address</b> <i>NA</i>		<b>Degree of Injury</b> <input type="checkbox"/> None <input type="checkbox"/> Fatal <input type="checkbox"/> Minor <input type="checkbox"/> Unknown <input type="checkbox"/> Serious
First Name: _____ Middle Initial: _____ Last Name: _____	City: _____ State: _____ ZIP: _____ Country: _____	
<b>Pilot Certificate(s)</b> (Check all that apply) <input type="checkbox"/> None <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input type="checkbox"/> Commercial <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Foreign <input type="checkbox"/> Private <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Sport <input type="checkbox"/> Airline Transport <input type="checkbox"/> U.S. Military		<b>Seat Occupied</b> <input type="checkbox"/> Left <input type="checkbox"/> Front <input type="checkbox"/> Right <input type="checkbox"/> Rear <input type="checkbox"/> Center <input type="checkbox"/> Single <input type="checkbox"/> Unknown
<b>Type Rating/Endorsement for Accident/Incident Aircraft?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Total Flight Time at the Time of this Accident/Incident:</b> _____ hrs	

  

<b>Pilot Name and Address</b> <i>NA</i>		<b>Degree of Injury</b> <input type="checkbox"/> None <input type="checkbox"/> Fatal <input type="checkbox"/> Minor <input type="checkbox"/> Unknown <input type="checkbox"/> Serious
First Name: _____ Middle Initial: _____ Last Name: _____	City: _____ State: _____ ZIP: _____ Country: _____	
<b>Pilot Certificate(s)</b> (Check all that apply) <input type="checkbox"/> None <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input type="checkbox"/> Commercial <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Foreign <input type="checkbox"/> Private <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Sport <input type="checkbox"/> Airline Transport <input type="checkbox"/> U.S. Military		<b>Seat Occupied</b> <input type="checkbox"/> Left <input type="checkbox"/> Front <input type="checkbox"/> Right <input type="checkbox"/> Rear <input type="checkbox"/> Center <input type="checkbox"/> Single <input type="checkbox"/> Unknown
<b>Type Rating/Endorsement for Accident/Incident Aircraft?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Total Flight Time at the Time of this Accident/Incident:</b> _____ hrs	

  

<b>Pilot Name and Address</b> <i>NA</i>		<b>Degree of Injury</b> <input type="checkbox"/> None <input type="checkbox"/> Fatal <input type="checkbox"/> Minor <input type="checkbox"/> Unknown <input type="checkbox"/> Serious
First Name: _____ Middle Initial: _____ Last Name: _____	City: _____ State: _____ ZIP: _____ Country: _____	
<b>Pilot Certificate(s)</b> (Check all that apply) <input type="checkbox"/> None <input type="checkbox"/> Student <input type="checkbox"/> Recreational <input type="checkbox"/> Commercial <input type="checkbox"/> Flight Engineer <input type="checkbox"/> Foreign <input type="checkbox"/> Private <input type="checkbox"/> Flight Instructor <input type="checkbox"/> Sport <input type="checkbox"/> Airline Transport <input type="checkbox"/> U.S. Military		<b>Seat Occupied</b> <input type="checkbox"/> Left <input type="checkbox"/> Front <input type="checkbox"/> Right <input type="checkbox"/> Rear <input type="checkbox"/> Center <input type="checkbox"/> Single <input type="checkbox"/> Unknown
<b>Type Rating/Endorsement for Accident/Incident Aircraft?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Total Flight Time at the Time of this Accident/Incident:</b> _____ hrs	

## **PASSENGER(S) / OTHER PERSONNEL** (Include flight attendants; continue on separate sheet if necessary)

Name and Address	Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
<i>NA</i> First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ Middle Initial: _____ Last Name: _____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____

N8830D 1958 Piper Pacer PA22/20

Accident: KIWA Phoenix-Mesa (Williams) Gateway Airport  
approximately 1000AM MST

The student pilot, John, I had known for years as we worked together in previous jobs. I also worked with his aircraft partner, Wayne, a fellow flight instructor. John had been in training for some time and due to employment and cash flow the training had lasted a long time. We were working to get him into his private pilot practical test check scheduled for 3/21/2010. This flight was requested by his partner and flight instructor as a sanity check between instructors to do a check flight and make comments for his future check ride.

I met with John at 0700 at the hanger (Falcon field -FFZ, Mesa ) for briefing, we reviewed items of a check ride, practical test guide, and some of the common mistakes and what may be expected until 0830. The plan was to fly to Chandler- CHD, land, get fuel, do one touch and go, then depart for IWA to do wheel landings on long wide runway. Following that was to review some of the air maneuvers in the practice area east of IWA he wanted to go over for the check ride. We briefed about the frequency changes and airspeeds that may be required to report and enter pattern and that he was to plan ahead and assume the pilot in command responsibilities he was about to be tested for.

We departed Falcon, runway 4R with a south departure to Chandler- CHD (15 sm) as we crossed the Hwy 60, he transitioned to Chandler tower with very good checklists, pattern work, and radio procedures. We entered Chandler downwind for 4L on a wider pattern than his normal in preparation for the check ride to allow more time. This was because my original training with him was a tight, close pattern. He flew the pattern with check list complete and configuration set before the 180 position. Chandler winds we reported calm as I asked for a wind check on short final. The landing as a three point with no waiver as fairly short landing, tower had us turn off on Hotel and taxi south on Alpha until we could taxi along the hangers to not conflict with out bound aircraft to the approach end of the runway. We added approximately 12 gallons of gas to our existing 12-13 gallon we had measured at Falcon. That gave an estimate 20-25 gallons of 36 gallon capacity for an hour and half planned flight.

John and I made appropriate stops and mounted up to go fly. We had decided to do one turn in the pattern for a touch and go, and depart for Gateway (IWA). John once again got his clearance, taxied to the runup area. He was using impressive procedures and planning for checklists, radio, cockpit management, and handling operations. I asked for a short field takeoff and he complied with configuration changes and good procedures. The pattern was good and landing was good. John had coordinated with tower during the circuit to allow tower make appropriate plans for our departure.

We departed on a straight out (runway heading) per tower request for noise abatement issues, We requested and were given a radio change near the airport boundary to allow for radio and transition to IWA airspace which is actually overlapped. Once again John did good pre-planning and did the transition without covering much airspace.

Gateway ATIS was Sierra at entry estimated 0945. Altimeter was 29.88, runway 12. John contacted tower and tower stated the airport was going through runway change to 30. As we entered the downwind to 30, tower broadcast on radio that Tango was now current, 29.88, runway 30, winds were reported 210 at 08. I quickly looked at the compass to see what the cross wind component was for landing, nearly 90 degrees. My thought was John had seen this before with me earlier and this should not be any issue. John was again flying a wider downwind pattern in preparation for the check ride scheduled for Sunday. Tower said there was a Piper Seneca on 3 mile final for 30. I looked and could not see it and reported that to John. John raised the question with tower as we did not have him, while were starting the base turn. Tower stated he was on short final for 30C, and we saw him, no factor. As we turned short final, a short call was made that reported winds at 180. I did not hear the speed or any comment of being gusty. As we crossed over the numbers I checked the compass and noted that would be a tail wind. I look frantically for the wind sock to confirm the numbers. It seemed as we were about to touch down I found the wind sock, we were nearly abeam the wind sock. I noted the wind sock was showing the wind behind us and told John to watch out, we were landing with a tail wind. We touched down on center line and at first had no issues and then felt a side push on the back of the airplane began sliding with side loads, John corrected with rudder and seemed to have it all under control, he had covered. We had moved left over about a third of the runway in correction, but we were now paralleling the edge. Then a second gust hit us hard and we were heading for a runway edge light. I think we both added hard right rudder and made a correction with an immediate full left rudder and brake but it was too late, the tail was already coming around. I think we were facing the approach end (120) as we crossed the centerline. We continued to spin around, the left landing gear collapsed, dropping the aircraft on the left wing and tail. The aircraft came to rest 25-30 ft right of the centerline, with a heading of maybe 160-180 degrees. John turned off the electrical and fuel. We both got out.

**I feel that there are mitigating circumstances. Tower Operations;** The tower switched runways to 30 not for a change in winds as the winds were still from the south, but for a heavy DC9-80 air carrier, IFR traffic, who could accept a downwind landing on an 11,000 foot runway. Since by FAA standards, airlines will always use an approach, preferred with glide path definition. Gateway (IWA) uses an ILS for runway 30C to meet that compliance and does not have an ILS to 12C. This is also heavily used as a training approach facility for many of the training academies stationed throughout the Phoenix valley. We figure the accident happened at 1000 and by 1015 the airliner landed on his scheduled arrival. Ironically during our position on the runway 30L until 1045, a local aerobatic training company, call sign "Combat" flying an Extra 300 aircraft departed on 12C as an intersection takeoff into oncoming traffic to account for the winds.

I requested both FAA and NTSB investigators have the tower tapes be pulled and reviewed for the period 0930-1100AM, 3/18/2010. I was told that they could be asked for under FOIA, however it could not be released until the investigation is over with. I regret the aircraft was not configured with an intercom plug and digital voice recorder to obtain my own records.

During the FAA investigation of the aircraft the next day, I pointed out to the Investigating Inspector to note the air carrier and jet operations that were going on using 30C and to also note the wind sock at the north end of the field noting the wind from 150-180 degrees. IWA had continued to have the very same operations as during the accident.

In the past, operations at IWA, we have seen 12L in operation for general aviation, as the airlines or training aircraft use 30C to make the ILS operations. Everyone is advised to keep heads up for traffic and tower advises where everyone is. It has been done. It would have been nice to know if tower would have said they are switching runways for air carrier operations and notified everyone of the variable and / or gusty winds from the south.

We as pilots have become lulled to follow all of the instructions of tower thinking they have knowledge of the aircraft they control, when in fact they do not. Unfortunately uncontrolled airports in the valley do not exist where the pilot still makes his own decision of wind direction and runway selection as were taught in our primary training.

We must understand that the FAA ATC does cater to the airlines and provide priority. In my past flight experience I have had the experience of been doing a practice approach under the hood and had the aircraft go dark inside the ILS outer marker. The Tower communication then was "Southwest flight xxx cleared to land, Bonanza 1234 caution wake turbulence over the top". Therefore, this is not a new occurrence, but I feel with this type of tower operation, this accident will only be another point in the data base. We were lucky, there were no injuries, only destroyed aircraft, damaged confidence, and pride.

This was 43 years of accident/incident free flying, gone.

Ronald J Rich  
ATP AMEL SF-340  
Comm ASEL/ASES  
CFI/II/MEI

Aircraft: Pacer PA22/20 N8830D

Aircraft Owners: John Saltzman, Wayne Stallings

Date: 03/18/2010

Time: around 10am

Location: Approach end of 30L at KIWA

Passengers: John Saltzman (student, co-owner, pilot flying aircraft as student); Ron Rich (instructor)

Order of events:

1. Take off from CHD at about 930AM on 4L. Winds calm. Simulated short field takeoff. One time in pattern with left hand traffic on 4L for touch-and-go.
2. After one touch-and-go at CHD, departed straight out on 4L to IWA. Obtained ATIS information Sierra from IWA shortly after requesting and getting frequency change from CHD after crossing the departure end of 4L at CHD.
3. Information Sierra indicated that runways 12 were in use.
4. Contacted IWA tower requesting stop-and-go's at IWA, reporting that we had just left CHD with information Sierra.
5. IWA tower informed 8830D that a runway change was in progress, and clearance was given to land in left-hand traffic on 30L.
6. 8830D entered the downwind for 30L, and at that point, 8830D requested "the option" and was granted "the option" by IWA tower.
7. Also, while in/approaching the downwind for 30L, IWA tower broadcasted that information Tango was current with runways 30 in use.
8. From other radio traffic and visual contacts made in the pattern, it appeared that there may have been one or more other aircraft approaching from the southeast for 30C and 30R as 8830D was in the pattern for 30L. One aircraft crossed the threshold for 30C while 8830D was on left base for 30L.
9. 8830D approached 30L at about 75+mph IAS with full flaps. There was nothing awry at this point or on final approach to the runway, as John Saltzman was setting up for a two-wheel landing to a full stop.
10. Approaching the threshold of 30L, John and Ron both noted that there appeared to be moderate quartering tailwinds from the left rear with slight gusting, as the wind sock to the left of the approach end of 30L was mostly extended and shifting somewhat side-to-side. John was carrying some left aileron on approach—but an excessive amount was not required to keep the plane on centerline. A small amount of engine power was maintained into the two-wheel landing.
11. Touchdown was smooth, with a bit of float and a light 2-wheel touch just beyond the numbers before the plane settled on the runway some yards beyond initial contact.
12. With light forward pressure on the yoke to keep the front wheels planted, power was gradually pulled off as gust of wind hit the tail, pushing the tail to the right, pointing the airplane toward the left side of 30L.
13. Rudder corrections were made, and the aircraft was reoriented to runway direction when a second gust hit, pushing the tail to the right again, more severely than the first time, pointing the aircraft toward the left side of 30L again. At this point, ground speed had probably slowed to 35 + mph, and the tail was transitioning from the up to down position and rudder effectiveness was limited.
14. Again, rudder corrections were made and power was now applied, as the plane was heading toward the lights on the left side of 30L, but a third gust a wind seemed to come along just as the tail was getting planted, resulting in an over-correction, and the aircraft made a sharp turn to the right, causing a ground-loop.
15. The severe part of the loop came at about 15mph, and the spinning motion caused the plane to tip to the left, pushing the left wing into the ground. The left landing gear also collapsed at this time, causing the prop to strike the runway.
16. There were no injuries to either passenger. John called IWA tower to ask for assistance and said everyone was "ok." IWA tower asked how many people were on board, and John responded "two."
17. Gas and electrical were then turned off, and John and Ron exited the plane.

---

John Saltzman

**Damage;** The left gear collapsed during a reward motion and the tire was positioned under the carburetor. The left wing hit the ground with suspected damage to the rear spar. The left elevator was bent from ground contact at the outboard hinge point. Propeller strike and engine. The right rear longeron (12 -16 inches from the tail) was bent from the tail wheel side loads. Some of us rebuilding Piper Pacers' have discussed an alteration used in Alaska to minimize that damage by adding extra structure in that very area, and by all accounts now, that could have minimized the fuselage damage. No other damage.