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

| EASKONNEGRMA | nen - | | | | | Craft accide | | | nts | | |
|---|---------------------------------------|-------------------|------------------|----------------------------------|-------------------------|---------------------------------|---|---|--|--|--|
| Accident/Incident Loca | | | <u> </u> | and the war walled and | Date/Time | er in service in the control of | ·// · · · · · · · · · · · · · · · · · · | 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m | Mary Town Committee Commit | | |
| Nearest City/Place: St. Ge | eorge | | Stat | e: UT | | /2010 Lo | eat Time:_ | 14-15 | | | |
| 21P: 84770 Country: USA | | | | | nm/dd/ | יעעעי | _ | | | | |
| Latitude: 37:05:44 N (1 | dd:mm:ss N/S) Longitude: 1 | 13:35 | 5:58 W (ddc | immiss E/W) | | Ti | me Zone; <u>f</u> | ndt' | | | |
| Phase of Operation | | | - | | Collision with | Other Aircraft | Altitude | of In-Fligh | ht | | |
| Standing Takeoff | (incl. initial climb) | | | Hover Other | Midair | | Occurre | ouce | | | |
| Descent 🖾 Landing | ☐ App | proach | | Unknown | On-ground None | | | | fi MSL | | |
| MATERIALE NATERIAL | Marien | erald or | | | | 79.04 | 14 100 | | | | |
| Manufacturer: Piper | | | | | 1 | Weight: | | -114 | | | |
| Model: PA 28R-200 | | | | | 1 | ime of Accident/In | | | 333 lbs | | |
| Script Number: 28R-74 | 35128 | | | | | Center of Gravity | | | | | |
| Registration Number: | | Ama | teur-built: | ☐ Yes Ø No | 1 | 85.59 inches fr | om 🗀 nos | | um | | |
| Category of Alreraft | Type of Airworthiness | Certi | ficate | Non-barret | Scats: | | ng Gear | Retra | | | |
| ☑ Airplane | (Check all that apply) | . 1 | | Agmeer of | scats: | <u> </u> | | onal landing | | | |
| ☐ Balloon ☐ Blimp/Dirigible | Standard Spe | | | If Large Aircr | aft, how many seat | | uration tha | | 5ou. | | |
| ☐ Glider | | estrici imited | | Flight Cre | sw: | [2] Tri | icycle | | [ailwhoel | | |
| ☐ Gyrocraft ☐ Helicopter | Acrobatic P | rovisio | nai | | }w: | · An | nphibian | Ū۱ | tigh Skid | | |
| ☐ Powered lift | | xperiji | nental Flight | | 'S: | Em | ergency Fi | loat 🗀 S | ikid | | |
| Ultralight Unknown | | ight Sp | | | | DH | | | iki/Wheel | | |
| Type of Maintenance Pr | ogram | La | st Inspection | on Type | | Date Last Inspec | | 04/14/201 | 0 | | |
| ☑ Annual | | 1 13 | 100 Hour | | s Airworthiness | Date Cast 1115ptt | | nni/dd/yyyy | <u> </u> | | |
| ☐ Conditional (Amateur-bui ☐ Manufacturer's Inspection | | | AAIP Annual | Condition | al Inspection | | <u>.</u> | 11 -01 | 7- | | |
| Other Approved Inspection | n Program (AAIP) | ˈ┤′ | Minual . | Unknown | | Airframe Total 1 | | | hrs | | |
| ☐ Continuous Airworthiness ☐ Other, specify: 100h | 5 | | | | | hours measured | | | dent/Incident | | |
| IFR Equipped | 1 197 | Stu | l Wagning | System Insta | llad | Type of Fire Exti | | | John Michaell | | |
| ☑ Yes ☐ No ☐ Unkn | Ô₩n | 1 | _ | Unknow | | ☑ None | menniul | g Dyacem | | | |
| | |] [| | | | Specify | | | | | |
| | | | | | | | | | | | |
| | T Activated | EU | l' Manufac | turer: | | | | , | ' | | |
| ☑ Yes □ No ☑ | Yes No | | | | | | | a | | | |
| | | | | · | | | | | | | |
| Yes 🛛 No | | Bata | tery Type: | P/N BP-1010 |) | Batter | y Exp. D | ate: JAN 2 | 012 | | |
| Engine Type | Reciprocatin | | el Pro | peller | 187 | | | | · | | |
| Z Reciprocating Turb | | · | | • | 14. 5 | Hartvall | | | | | |
| Turbo Shaft Turb | · · · · · · · · · · · · · · · · · · · | ad | | Fixed Pitch Controllable Pitc | Manulaci ch Manulach | turer: Hartzell HC-C3YR-1RF | 100 | | | | |
| | 1 | | | | - Model: 1 | Engine Rated | i | T | | | |
| | | | | | | Power Measured | | Time | Time | | |
| , | , · | | , | | Date | as (check one) | Total | Since | Since | | |
| Engine Engine Manufactur | Engine Model/Series | | | facturer's Number | of Mfg. | ✓ Horsepower or ☐ [bs of Thrust | Time (hours) | (bours) | Overhaul (hours) | | |
| Eng. Lycoming | IO-360-C1C | 1 | L-28901- | | | 200 | 3,084 | 60.2 | 989 | | |
| Eng. 2 | | | | | | | | | | | |
| Eng. 3 | | - | | | | | | | | | |
| Eng. 4 | | } | | | <u> </u> | | , ,,,, | | | | |

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|---|--|---|--|---|
| Registered Aircraft Owner | | | Owner Address | · · · · · · · · · · · · · · · · · · · |
| Name: Pinnacle Aviation Services In | 10 | | City: | |
| Fractional Ownership Aircraft: Ye | s 🗹 No | | State: Ca ZII Country: USA | P: <u>92024-2439</u> |
| Operator of Aircraft Same | As Registered O | wher | Operator Address | Same As Registered Owner |
| Name: Pinnacle Aviation Academy | | 1 | City: Carlsbad | |
| Doing Business As: | | | State: Ca ZIF |); <u>92008</u> |
| Air Carrier/Operator Designator (4 Cha | aracter Code); | | Country: USA | |
| Regulation Flight Conducted Under | | | Revenue Sightseeing Flig | |
| ☑ FAR 91 ☐ FAR 129 ☐ FAR | R 91 Special Fili | | ☐ Yes | Ø No |
| ☐ FAR 103 ☐ FAR 133 ☐ Non ☐ FAR 121 ☐ FAR 135 ☐ Non | n-US, Commerci | al Federal State Local percial Unknown | Air Medical Flight | |
| FAR 125 FAR 137 Ann | i-US, Non-comm | El Cikilowi | ☐ Yeş | ☑ No |
| Purpose of Flight for FAR 91, 103, 133, 137 (Select one) | R | r FAR 121, 125, 129, 135 (Select one) | Type of Commercial Op (Check all that apply) | crating Certificate Held |
| Personal | | Spheduled or Commuter | ☑ None | |
| Business Executive/Corporate | 🖺 | Non-Scheduled or Air Taxi | Flag Carrier Operating Ce | ertificate (121) |
| Other Work Use | 1 | | Supplemental Air Cargo | |
| ☐ Instructional ☐ Ferry ☐ Positioning | | mestic or International | Foreign Air Carriers (129) | |
| Ferry Positioning | [| Domestic tnternational | ☐ Commuter Air Carrier (13 ☐ On-Demand Air Taxi (135 | |
| Aerial Application | · <u> </u> | | Large Helicopter (127) | • |
| Aerial Observation Air Drop | <u>اع</u> | rgo Operation Passenger/Cargo | Rotorcraft External Load (| (133) |
| ☐ Air Race / Show | [| Passenger How many? | or - Agricultural Aircraft (137) | 1 |
| ☐ Flight Test ☐ Public Use | | Cargo lbs | 1 - | |
| Unknown | - | Mail | Other Operator of Large A | urcian |
| | PER | | STATES THE CONTRACTOR OF THE PROPERTY OF THE P | |
| OTHER AIR GRAFT - COLLE | SION Wal- | or ground callision accurred complete | this section for other aircraf | 的 |
| On HER WIKERA FILE OF LEASE | | | | nage to Other Aircraft |
| Aircraft Registration Number Manu | ufacturer: | | Dan 🗆 🗆 | nage to Other Aircraft Destroyed Minor |
| Aircraft Registration Number Manu Mode | ufacturer: | | Dan 🗆 🗆 | nage to Other Aircraft |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft | ufacturer: | | Dan | nage to Other Aircraft Destroyed |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft Pirst Name: | ufacturer: | | Dan | nage to Other Aircraft Destroyed |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: | ufacturer: el: | City:State: | Dan Dan S | nage to Other Aircraft Destroyed |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: | ufacturer: el: | City: State: Country: | Dan U U S | nage to Other Aircraft Destroyed |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft | ufacturer: | City: State: Country: | Dan U U S | nage to Other Aircraft Destroyed |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: | ufacturer: | City: State: Country: | Dan U U S | nage to Other Aircraft Destroyed |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: | ufacturer: | City: State: Country: City: State: Country: | ZIP: | nage to Other Aircraft Destroyed Minor Substantial None |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: | ufacturer: | City: State: Country: City: State: Country: | ZIP: | nage to Other Aircraft Destroyed Minor Substantial None |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: Master Mechanical Malfunction/Fa | ufacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: | nage to Other Aircraft Destroyed Minor Substantial None |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: | ufacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: | nage to Other Aircraft Destroyed Minor ubstantial None |
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| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: Master Mechanical Malfunction/Fa | ufacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: | Total Time/Cycles On Part Hours |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: Master Mechanical Malfunction/Fa | ufacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: | Total Time/Cycles On Part |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: Master Mechanical Malfunction/Fa | ufacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: | Total Time/Cycles On Part Hours Cycles Time Since This Part |
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| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: Master Mechanical Malfunction/Fa | ufacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: | Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MARKETS HE Was there Mechanical Malfunction/Fa (If yes, list the name of the part, manufacturer | pfacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: ZIP: ZIP: | Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MARRINGSHOW Was there Mechanical Malfunction/Facilifyes, list the name of the part, manufacturer Aircraft Damage | DAFA LUI milure? part no., serta Aircraft Fire | City: | ZIP: ZIP: ZIP: Aircraft Explosion | Total Time/Cycles On Part Hours Cycles Time Since This Part Hours Hours Hours Hours Hours |
| Aircraft Registration Number Manu Mode Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: MECHANICAL MARKETSHE Was there Mechanical Malfunction/Facilityes, list the name of the part, manufacturer Aircraft Damage None Substantial | pfacturer:el: | City: State: Country: City: State: Country: Country: Unknown | ZIP: ZIP: Aircraft Explosion None Bot | Total Time/Cycles On Part Hours Cycles Time Since This Part Inspected/Overhauled |

| NEAN SANAMON COMMISSION SA | 機能が設 | | | Park I par And | |
|---|--------------------|----------------------------|----------------------|--|---------------------------------------|
| Was an emergency evacuation of the airci | aft perform | cd? 🗸 Yes [|] No | | |
| Method of Exit - Describe how the occupar | its exited and | how many occupants | evacuated each | location | |
| Immediately left the aircraft after the impact. M | y passenger | and I exited through the | door | | |
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| AMEASTER WILLIAM AND STREET | HEADO | <u> Merene an merene</u> | ISINE " | | |
| Weather Observation Facility | | Source of Weather | Information | | Method of Briefing |
| Facility ID: KSGU AWOS 3 | | (Check all that apply) | Service | ☐ Company | (Check all that apply) |
| Observation Time: 5 min prior landing | — | National Weather S | on | ☐ Military ☑ Internet | ☐ In Person ☐ Teletype |
| Time Zone: mdt |) NM | TV/Radio Automated Report | | Unknown . | ☑ Telephone/Computer ☐ Aircraft Radio |
| | egrees MAG | Commercial Weath | er Service (DUAT | (S) | ☐ TV/Radio ☐ Unknown |
| Briefing Type/Completeness | -Binna Helio | Light Condition | | | Visibility |
| ☐ Fuil ☐ Abbrev | | 1 | Dusk | Dark Night | • |
| ☐ Partial / Limited By Pilot ☐ Unkno☐ Partial / Limited By Briefer ☐ Not Pe | | Day | Nighı | ☐ Bright Night ☐ Not Reported | 10 miles |
| Sky/Lowest Cloud Condition | Ceiling | | | Restriction to Visibility | (Check all that apply) |
| ☑ Clear ☐ Thin Broken | ☑ None ☐ Brok | (clear) | bscured | None | ☐ Fog |
| Few Thin Overcast Partial Obscuration Unknown | Over | | ndofinite Inknown | Blowing Dust Blowing Sand | ☐ Ground Fog ☐ Haze |
| Scattered | | | | ☐ Blowing Snow ☐ Blowing Spray | ☐ Ice Fog ☐ Smoke |
| Lowest Cloud Condition Height Ceilin | | Height | | Dust | Unknown |
| ft AGL | | | ft AGL | | |
| Wind Direction Wind Speed | | Wind Gusts | | Type of Turbulence (C) | · |
| | _ ★ _KTS | Velocity; | ~ | ☑ None ☐ In Cle ☐ Clear Air ☐ Vicin | ity of Thunderstorm |
| — ¬ — — — — Calm | | ☑ Gusting | | Severity of Turbulence | |
| ☐ Variable , ☐ Light and \ | ariable // | Not Gusting | | Extreme Mode | rate Light |
| * SCC "Narrahm Planton of Pa NOTAMS (D. L and FDC), AIRMETS, SIGME | | PYDER | -4 41- 41 0 0 4 | | rate Chop |
| NOTAMS (D. L and FDC), AIRMETS | , SIGME (8 | , PIREFS IN ellect | at tue thine of i | me accident inclucin | |
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| • | . 1 | | | | |
| | | | | m | - (Church all the surely) |
| Temperature:(C) | Icing Fore | | Туре | 1 50 | on (Check all that apply) T) Drizzle |
| or(F) | ☑ None | Moderate | Rime | Rain | Ice Pellets |
| Altimeter Setting: 29.83 in. HG | ☐ Trace ☐ Light | Severe | ☐ Clear ☐ Mixed | | Snow Pellets Snow Grains |
| or MD | | | | Rain Showers | Ice Crystals Ice Pellets Shower |
| Density Attitude: 5,100 ft | Icing Actua | nt | Туре | | Freezing Drizzle |
| Dew Point:(C) or(F) | ☑ None ☐ Trace | ☐ Moderate ☐ Severe | Rime Clear | Intensity of Precipit | ation |
| V' | Light | | Mixed | | derate Heavy |

| BPLETIBEARINGPEN | | M-11. | N. C. | Transaction of the Property | William Control | E. Additional of the | | | The Property of | Mr. D. Marie |
|--|---|--|--|--|---------------------------------------|---|---|---------------------------|--|--------------------------|
| Pilot "A" Responsibilities a | | | cident | | | | | | | *** |
| ☑ Pilot ☐ Co-Pilot | Student Pilot | Fligh | at Instructor | Check Pilot | ☐ Fligh | t Engineer | Other | Flight Crow | | 0.01 |
| Pilot "A" Identification | | J | | | | | | | | |
| First Name: Martin | | | | | ty: <u>San D</u> | | | | | , |
| Middle Initial: Last Name: Slucki | | | | | ite: <u>CA</u> | | ZIP: <u>9210</u> | 3 | , | |
| | | | | _ | untry: <u>US</u> | | | | | |
| Age at time of Accident/Incident: 31 Date of Birth: 1978 Certificate Number: pending (because of new instr. ratin | | | | | | | | | ting) to | |
| Degree of Injury | Seat Occup | | | | t Belt | | _ | Shoulder I | | _ |
| Minor Fatal | Left Right | Fron | | 000 | | | No No | Used | (Z)Yes (Z)Yes | □ No |
| Serious | ☐ Center | Singi | | AVE | ituble | V Yes ∣ | 7 1/0 | Available | E res | □ No |
| Pilot Certificate(s) (Check a | ll that apply) | } | · . | - 11 - 1 | | 744,040 | | • | | |
| ☐ None ☐ Stu | ient ht instructor | | creational | Commerc | | | Flight Engir | | Foreign | |
| | | □ Spe | ort. | Airline Tr | | | U.S. Militar | * | | .1 |
| | Medical Certific ☐ None ☐ | cate ¶Class 3 | | | dical Cert Without lim | | - | 1 : | ast Medica | 11 |
| [₹] Other | Class I | Driver's Li | icense (Sport Pilo | tonly) 📋 🕻 | With limitat | | | | /2007 | |
| Unknown | Class 2 | Unknown | | | Jakpowa | | 1 | mm/da | עעעע | |
| Medical Certificate Limitat | ions | | HTTERT | | 11. | | | | | |
| non a | | • | | | | | | | | |
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| | | | - | | • | | , | | | |
| Medical Certificate Waiver | S | ĺ | | | | | | | | |
| nana | | . [| | | | | | | | |
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| | | | | | , | | | | | |
| Date of Last Flight Review | 1 | File | ht Review Air | eraft | | | | | | |
| Date of Last Flight Review or Equivalent, Including | 04/22/2040 | | tht Review Airc | eraft | | | n. | | | |
| | 04/23/2010 | Mak | (e; Cessna | craft | · · · · · · · · · · · · · · · · · · · | | | | | |
| or Equivalent, Including FAR 121/13S Checks: | mm/dd/yyyy | Mak Mod | ke: Cessna lel: 172R | | | Instructo | - Rating(s) | | | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) | | Mak Mqd ft Rating(s | (e: Cessna lel: 172R | ent Rating(s) | , , | Instructo | r Rating(s) | | | |
| or Equivalent, Including FAR 121/13S Checks: | mm/dd/yyyy Other Aircraf (Check all that a | Mak Mqd ft Rating(s | ie: Cessna lei: 172R) Instrum (Check at | nent Rating(s) | | (Check all I | that apply) | | Instrument A | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land | mm/dd/yyyy Other Aircraf (Check all that a None Airship | Mak Mud ft Rating(s | ie: Cessna lei: 172R) Instrum (Check at | nent Rating(s) | | (Check all d ☑ None ☐ Airpland | <i>that apply)</i> e Single-Eng | ine _ | Instrument | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea | mm/dd/yyyy Other Aircraf (Check all that a | Mak Mud ft Rating(s | iei: Cessna iei: 172R Instrum (Check ai None Z Airpla | nent Rating(s) If that apply) The popular incompany | | (Check all d ☑ None ☐ Airpland | that apply) e Single-Eng e Multi-Engir | ine | | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land | mm/dd/yyyy Other Aircrai (Check all that a None Airship Free Balloon Glider Gyroplane | Mak Mud ft Rating(s | ie: Cessna lei: 172R) Instrum (Check at | nent Rating(s) If that apply) The popular incompany | | (Check all and None Airpland Airpland | that apply) e Single-Engi e Multi-Engin | ine | Instrument Flelicopter | |
| or Equivalent, Including FAR 121/13S Checks: Airplane Rating(s) (Check all that apply) Nonc Single-Engine Land Single-Engine Sea Multiengine Land | mm/dd/yyyy Other Aircraf (Check all that a | Mak Mud ft Rating(s | iei: Cessna iei: 172R Instrum (Check ai None Z Airpla | nent Rating(s) If that apply) The popularity | | (Check all a None Airpland Airpland Gyropis | that apply) e Single-Engi e Multi-Engin | ine | Instrument Helicopter Glider | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea | mm/dd/yyyy Other Aircrai (Check all that a None Airship Free Balloon Glider Gyroplane Helicopter | Mak Mud ft Rating(s | iei: Cessna iei: 172R Instrum (Check ai None Z Airpla | nent Rating(s) If that apply) The popularity | | (Check all . None Airplan Airplan Gyropis Powered | that apply) s Single-Enging Multi-Engin no 1 Lift | ine | Instrument Helicopter Glider Sport | |
| or Equivalent, Including FAR 121/13S Checks: Airplane Rating(s) (Check all that apply) Nonc Single-Engine Land Single-Engine Sea Multiengine Land | mm/dd/yyyy Other Aircrai (Check all that a None Airship Free Balloon Glider Gyroplane Helicopter | Mak Mud ft Rating(s | iei: Cessna iei: 172R Instrum (Check ai None Z Airpla | nent Rating(s) If that apply) The popularity | | (Check all . None Airplan Airplan Gyropis Powered | that apply) s Single-Enging Multi-Engin no 1 Lift | ine | Instrument Helicopter Glider Sport | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea | mm/dd/yyyy Other Aircrai (Check all that a None Airship Free Balloon Glider Gyroplane Helicopter | Mak Mud ft Rating(s | iei: Cessna iei: 172R Instrum (Check ai None Z Airpla | nent Rating(s) If that apply) The popularity | | (Check all . None Airplan Airplan Gyropis Powered | that apply) s Single-Enging Multi-Engin no 1 Lift | ine | Instrument Helicopter Glider Sport | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea | mm/dd/yyyy Other Aircrai (Check all that a None Airship Free Balloon Glider Gyroplane Helicopter | Mak Mud ft Rating(s | iei: Cessna iei: 172R Instrum (Check ai None Z Airpla | nent Rating(s) If that apply) The popularity | | (Check all . None Airplan Airplan Gyropis Powered | that apply) s Single-Enging Multi-Engin no 1 Lift | ine | Instrument Helicopter Glider Sport | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea | mm/dd/yyyy Other Aircrai (Check all that a None Airship Free Balloon Glider Gyroplane Helicopter | Mak Mud ft Rating(s | iei: Cessna iei: 172R Instrum (Check ai None Z Airpla | nent Rating(s) If that apply) The popularity | | (Check all . None Airplan Airplan Gyropis Powered | that apply) s Single-Enging Multi-Engin no 1 Lift | ine | Instrument Helicopter Glider Sport | |
| or Equivalent, Including FAR 121/135 Checks: Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea | mm/dd/yyyy Other Aircrai (Check all that a None Airship Free Balloon Glider Gyroplane Helicopter | Mak Mud ft Rating(s | iei: 172R Instrum (Check ai None Z Airple Helico | nent Rating(s) If that apply) The popularity | | (Check all | c Single-Eng s Multi-Engine t Multi-Engine t Lift Indorsemen | ine | Instrument Helicopter Glider Sport | Helicopter |
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| Pilot "B" Identification | | | İ | | | | | | | | | , |
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| Age at time of Accident/Incide | ent: | Date of | Birth: | irth: Certificate Number: | | | | | | | | |
| Degree of Injury | Seat Occupie | | ! _ | _ | | Seat Belt | | | | Shoulder i | | |
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| Pilot Certificate(s) (Check all | that apply) | | | | - | W/ 11 17 | | | | | | |
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| Date of Last Flight Review or Equivalent, Including | | Flig | ght Re | view Aire | raft | | | | | | | |
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| Single-Engine Sea | Free Balloon | | | Helico | pter | | ĮĒ | Airplane | Single-Engir Multi-Engin | • 📮 | Helicopter | · |
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| | Helicopter Powered Lift | | | | | | - | | | | | |
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| number of hours in each box) | All Aircraft | This Make & Model | | Slagte Cugitro | Airpla Multion | | H . | Actual | Simulated | Rosorcraft | Glider | Than Air |
| Total Time | | | | | | | | | | | | ,, |
| Pilot in Command (PIC) | | | , | | | | | | | | | |
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| First Name;Middle Initial: | City: | ZIP: | | | . [| ☐ None ☐ Minor | ☐ Fatal ☐ Unknown |
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| Pilot Certificate(s) (Check all that apply) | | | | | 7 | Seat Occup | pied |
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| Description of Damage to Aircraft and Aircraft sustained a significant amount of da Also a hanger near midfield was damaged | Other Prope | eft wing t | udditional theet i | (necessary) | wil esenciles on | المادية المحمد مجارم | |
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| The state of the s | _ | ì | • | | er, propeller, en | gine and reia | tea components. |
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| Airport Identifier: KSGU | | | | | m Airport Ce | | |
| Airport Name: St. George Municipal A | irpart | | | | om Airport: _ | | degrees MAG |
| Preximity to Airport Off Airport/Airs | trip 🗹 On A | irport [| On Airstrip | Airport Elev | | | 2,941 ft. MSL |
| Approach Segment (Select one) | | } | | , i , , | | | |
| On Instrument Approach Landi Crosswind Down | | | ese leg ow Approach | | Final Aborted_Landing | (after touchdo | ☐ Go Around |
| IFR Approach (Check all that apply) ☑ None ☐ PAR | — | 1113111 | | VFR Approa | ch (Check all th | | |
| ADI*/NDB Sidestep | ☐ MLS | | ☐ Practice ☐ GPS | ☐ None ☑ Traffic Patte | rn | | top and Go ouch and Go |
| ☐ SDF ☐ ILS ☐ VOR/TVOR ☐ Localizer Only | ☐ ASR ☐ Visual | | Loran Unknown | Straight-In | in Following | □s | imutated Forced Landing orced Landing |
| ☐ VOR/DME ☐ LOC-back course ☐ TACAN ☐ RNAV | Contac | į. | | ☐ Go Around | un Ponowing | : 🔲 Pi | recautionary Landing |
| Runway Information | Circlin | 8 | , , , , , , , , , , , , , , , , , , , | Condition of | Dunway/i nadi | | nknown (Check all that apply) |
| Runway ID; 16 (L/R/C) Length: | 6,606 n | (Width: | 100 ft | ☑ Dry | | -Compacted | Weter-Çalm |
| Runway/Landing Surface (Check all that | | | | Holes Ice Covered | ☐ Snow | -Crusted | ☐ Water-Choppy ☐ Water-Glassy |
| ☑ Asphalt ☐ Grase/Turf ☐ Mac | adarn [| Water | | Rough | Snow | | ☐ Wet |
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| ENGROSTINES SERVICES IN EXPENSES | TION | | | | | | |
| Last Departure Point | Time of De | arture | Destination | | | Type Fligh | t Plan Filed |
| Airport ID: KHND | Time: 12:00 | | Airport ID: L | (SGU | · · · · | None Company | □ VFR/IFR VFR □ IFR |
| City: Las Vegas State: NV | Time Zone: P | dt | City: St Ger | orge | | Military \ | |
| Country: USA | I line Zone: | <u> </u> | State: <u>UT</u> Country: <u>US</u> | Λ | | ☐ VFR Activated? | ☐ Yes ☐ No |
| Type of ATC Clearance/Service (Check of | I that apply) | , , , | Country: 03/ | ·· · · · · · · · · · · · · · · · · · · | | Activated | |
| ☑ None ☐ Special VFR | · ···································· | ☐ Speci | | | FR Flight Followi | ng | Cruise |
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| Airspace where the accident/incident occ Class A | urred (Check | | oply) hibited Area | | ☐ Jet Training | A run - | ☐ Special |
| Class B Class G | | Res | stricted Area | | TRSA T | A COL | Air Truffic Control Area |
| Class C Demo Area Class D Warning Area | | | litary Operations port Advisory A | | ☐ FAR 93 | | Unknown |
| Aircraft Load Description (Check all that | apply) | | | | | | , |
| None✓ Passengers✓ Towing Glider✓ Towing Banne | | | achutists | | Livestock | | |
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| Buerreservices informati | ON | | TEM SOLVERS | | The world the second | | 建业。中心主要理 |
| Fuel on Board at Last Takeoff | Fuel Type | | _ | | | | |
| (convert from pounds, as necessary) | ☐ 80/87 ☑ 100 Low | Lead | ☐ 15/145 ☐ Jei A | ☐ JP3 ☐ JP4 | ☐ Othe | er, specify | |
| 47 Gallons | 100/130 | | Automotive | | | | |
| Other Services, if Any, Prior to Departur Oblained weather information at Henderson (I | | o the late | l | . Ciabi alaasis - | | | |
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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 time and point of departure, intended destination, and services obtained.

I departed Las Vegas Henderson Executive Airport (KHND) on 05/26/2010 around 12:00 pdt for a scenic flight in the area, I went southbound first, made a wide turn around the Bravo airspace of Las Vegas International

and headed northeastbound. When the city of St. George came in sight, I started listening to the AWOS

of KSGU. The wind reports according to the AWOS were changing, but the wind was always coming generally from the southt to southwest. The AWOS report I listened to about 5 minutes prior landing stated, as I think, winds from 240 at 12kts, gusting 23, the one before stated less gusts. I listened to the AWOS several times and the reports were always different. Since I haven't written the AWOS reports down, I can not really recall them.

I asked for traffic adivisories and stated my intentions. Then I manouvered for a midfield crossing, coming from the East. I crossed the runway at 5000 feet MSL, continued outbound for approximately 3 miles, then turned to the south and set the airplane up for a 45 degree entry right downwind runway 16.

I entered the pattern about midflield downwind and extended the downwind leg a little bit due to surrounding terrain, and as a result I turned base at a distance of approximately 1.3 Nm from the numbers. On final I was on glideslope according to the PAPI. I decided to leave the flaps at 20° because of the strong winds, and the approach speed was a little bit less then 90mph. At this point I had a strong crosswind from the right.

To stay aligned with the runway I had to apply a high amount of left rudger pressure and right alieron.

Flying this sideslip, I continued all the way down to the runway following the PAPI lights on glideslope. I started the roundout on glideslope in a way that usually leads to a touchdown in the zone of the 1000 foot markers.

During the roundout I released a little bit of right alteron for the touchdown and the airplane got left of the centerline. When the main gear touched the ground, I applied full right alteron. In the same moment the plane lifted off the ground again and the nose suddenly turned to the left.

The aircraft started veering off the runway and into the dirt. I briefly thought of a go-around, but the hanger appeared close and high, and I don't think we would have cleared the hanger. So I stepped on the brakes and tried to stop the plane. We were going directly towards the hanger, and I was braking as hard as I could. But the airplane decelerated slowly, maybe also because the wind was pushing me from behind.

Since I was preoccupied with trying to stop the aircraft I don't know what the impact speed was. I was also looking directly ahead of me, so I can't recall which part hit the hanger first.

We hit the hanger and bounced back a little bit. When the plane came to a stop we got out immediately.

RECOMMENDATION: (Flow could the arcicentical depthese been prevented to

Operator/Owner Safety Recommendation

To prevent this from happening either a go-around on final or diverting to a different airport would have been appropriate.

| Signature Type or Pri | int Name: Marking Report | Slucki if Other | than Pilot/Operato | | | Date Report 6 | Received |
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