PARTERNACH FORMANDALEMENT								(=04)(=2-5)
Manufacturer: AERO AT Sp. Z	0.0		Max Gros	s Weight:	1322	<b>⊃</b> _1b	s	
Model: GOBOSH G-700K AT	4-L54		Weight at	Time of Acc	ident: _	•	lbs	
Serial Number: AT4-022			Location o	of Center of C				
Registration Number: <u>N 7098R</u>	Amateur-built	Yes 🗖 Yes 🗖 No	or-				e or □ dat dynamic Core	i (% MAC)
Category of Aircraft Type of Airworthines	Certificate	Certificate Number of Seats: 2-				ig Gear	<del></del>	
Z Airplane (Check all that apply)     □ Balloon Standard Sp	ecisi	If Large Aircraft	. hów many se	sate for:		any additi uration tha	onal landing :	gear
Blimp/Dirigible Normal	Restricted	_	-		<b>⊠</b> Tri		.,	l'ailwheel
I∐Oyrocraft   ⊟ Tarabara	Limited Provisional	_		1	_	nghibian	_	
Helicopter Transport	Experimental	•		3	□ Em	ergency Fl	oat 📮	High Skid Skid
Ultralight 5	Special Flight Light Sport	L MODELLE CO.			∐ Flo	at H		ski/Wheel
Unknown	argas opon				Un Un	known		
Type of Maintenance Program	Last Inspec	tion Type		Date Les	it Inspec	tion: 🕏	2-24-	<u>Zo (i</u>
Annual Conditional (Amateur-built only)	100 Hour	☐ Continuous . ☑ Conditional		- 1			un/dd/yyyy	
Manufacturer's Inspection Program Other Approved Inspection Program (AAIP)	AAIP Annual	Unknown	mapoetron	Airfram	e Total T	lme:	792.9	hrs
Other Approved Inspection Program (AAIP)  Continuous Airworthiness				hours	measured	at (check	one)	
Other, specify:	(					u te taviliana	Time of Acci	dent
IFR Equipped  □ Yes   □ No □ Unknown	· ·	g System Installs  o   Unknown	ıd	Type of )  None	Fire Exti	inguisnin	g System	
LIYS MINO LIURKNOWR	DELY CS LIN	10 LT UBKROWN		Specify	/			
ELT Installed ELT Activated	ELT Manufa	cturer: <u>K</u> A	NHAD		· //		RECORD	5 <b>5</b> #5w
☑ Yes ☐ No	Model/Series	Model/Series: 51840501-22						
ELT Aided in Locating Accident / Incident	Serial Number: 2626287-6413							
☐ Yes ☐ No		: <u>A. 174 A. 1</u>	لىرخ		Batter	y Exp. D	ate: 06	-50 ~ (0)5
Engine Type Reciprocat System Typ		ropeller						
□ Turbo Prop     □ Turbo Prop     □ Unknown     □ Turbo Prop     □ Unknown     □ Turbo Prop	M Gived Pitch Manufai			ofacturer: A W.C AT Sp. 20.0				. 🗢 🚬
☐ Turbo Prop ☐ Unknown ☐ Fuel Injec	ted.	Controllable Pitch	Model:	ELPR	<u> </u>			
				Engine Rat Power Mea			(100 42	Time
	j		Date	as (check o	nej	Total	Time Since	Since
Engine Engine Manufacturer Model/Series		ufactuzing d Number	of Mfg, mm/chl/yyyy	✓ Horsen		Time (hours)	Inspection (hours)	Overhau(
Eng. 1 BRP-ROP-+ 6 AbHO ROPAK 917		:52840	min die yopy	100	, and	792,8	946	792.8
Eng. 2								
Eng. 3								<del> </del>
Eng.4 COMMERCE (CERCANOR NEORMANIO)			98% - 78°25 F			神经 海道		on as a se
Registered Aircraft Owner		A STATE OF THE STA		Owner Addı		MAY SELECTION OF STREET	K all I all a land	AND SECULOR SECULO
Name: SOUTHER MAINE AVIATIO	N LLL			City:				ANFONS
Fractional Ownership Aircraft:				State: <u>/^E</u> Country:	35 A	ZIP: O	4073	
Operator of Aircraft	Owner			Operator Ad		Sam	As Register	ed Owner
Name: John O' Donnell				City: We	ston	ı	_	
Doing Business As:				State:	A	ZIP: _ø	2493	
Air Carrier/Operator Designator (4 Character Code)	1			Country:	L.4 4	T-11 - 1		
Regulation Flight Conducted Under		11-17 4-1 3	- 1	Revenue Sig	htseeing Y: □	rugn: '5	No No	
		lic Use (select type)	7 / /					
FAR 121 FAR 135 Non-US, Non-con	cial LJ	Federai 🗌 State 🛚	_1 <i>LDCI</i> II	Air Medical	Filaht			1

ļ F	ILOT/OPER	ATOR	AIR	CRAFT AC	CIDENT/I	NCIDENT REP	ORT
		reporti	ng c	ivil and pu	blic use	aircraft accider	nts and incidents
BASICINFORMATIO	A .				Date/Time		
Accident/Incident Location Nearest City/Place: ClanCe	A Property	Maxis	Arrea	et NH		5/31/2011 LO	cal Time:
ZIP: 03301 Country		7 6 9 517	1.7.5	5a.le. <u> </u>	min/	delanand	
Latituda: 43:12:09 (00:00		71:30:	08	(000:00:00 E/W)		Ti	me Zone: <u>CASTOIN</u>
Phase of Operation			•		Collision w	ith Other Aircraft	Altitude of In-Flight
Standing Takeoff (incl.		Cruise Manouvering		Hover Other	☐ Midair ☐ On-ground		Occurrence
☐ Yaxi ☐ Climb ☐ Descent ☐ Landing		Approach		Unknown	None		
BMEYARIHERIYAYOEMA		⊒ଜୁ(ଜୁ(ଜ])।					
Weather Observation Facili	-			rce of Weather ck all that apply)	Information		Method of Briefing (Check all that apply)
Facility ID:				lational Weather S light Service Stati	ervise	Сотрапу	☐ In Person
Observation Time:		-	P	light Service Stati V/Padio	on	Military Internet	Teletype  Telephone/Computer
Time Zone: Distance from Accident Site:		JIM :		V/Radio utomated Report		Unknown	Aircraft Radio
Direction from Accident Site:		ces MAG	Пc	ommercial Weath	er Service (DUA	(18)	☐ TV/Radio ☐ Unknown
Briefing Type/Completeness	)		Ligh	t Condition			Visibility
[25] Full	Abbreviat	ed e		kawa 🛄	Dosk Vight	☐ Dork Night ☐ Bright Night	>/0 miles
☐ Partial / Limited By Pilot ☐ Partial / Limited By Briefer	Unknown Not Pertin	ent	<b>3</b> .0	ray 🗀	vignt	Not Reported	I I I I I I I I I I I I I I I I I I I
Sky/Lowest Cloud Condition		Celling		_			illty (Check all that apply)
A Clear E	Thin Broken Thin Overcast	None Broke	(clear) n		bscured idefinite	None Blowing Dust	☐ Fog ☐ Ground Fog
Partial Obscuration	Unknown	Overc	ast		лклочп	Blowing Sand	Haze
Scattered		C.111.				☐ Blowing Snow ☐ Blowing Spray	☐ Ise Fog ☐ Smoke
Lowest Cloud Condition He	-	Celling	Heigh	I .	ft AGL	☐ Dust	Unknown
Wind Direction	_ft AGL Wind Speed			Wind Gusts		Type of Turbulence	(Chack all that apply)
Indicated:	Velocity:	KTS		Velocity:	KTS		r Clouds
degrees MAG	-or-	,,,,,,					icinity of Thenderstorm
<b></b>	☐ Calm			☐ Gusting ☐ Not Gusting		Severity of Turbule	
☐ Variable	Light and Varie	abic		☐ Not Gusting			foderate
NOTAMs (D, L and FDC	), AIRMETs, SI	GMETs,	PIR	EPs in effect a	t the time of	the accident	
	.,						
						•	
	Ie	ing Forece	st				ation (Check all that apply)
Temperature:(C)	10	Amount None	_	1oderate	Type □ Rime	None Rain	☐ Dr(zzle ☐ loe Pellets
Altimater Setting:i	17	Trace		EVELL	🔲 Clear	☐ Snow	Snow Pellets
orh	AB L	Light	,	·	. Mixed	Hail Rain Showers	☐ Snow Grains ☐ Ice Crystals
Density Altitude:	n Ie	ing Actual			<u>Ту</u> ре	Freezing Rain Snow Shower	☐ Ice Pellets Shower ☐ Freezing Drizzle
Dew Point:(C)		None	$\square$ N	ioderate	Rime		
or(F)		Trace Light	⊔s	evere	☐ Clear ☐ Mixed	Intensity of Prec	pitation  Moderate  Heavy
		_				Li Pigur (	MICHIGAN LINEARY

75 67713 17								
Purpose of Flight for FAR 91, 103, 133, 137 (Select	one)	Revenue Op- for FAR 121,	eration 125, 129, 135 <i>(Select o</i>	ne) Typ (Che	e of Commerci ock all that apply)	al Operating	Certific	ate Held
Personal Eusiness		Scheduled o	or Commuter uled or Air Taxi	15	ione lag Carrier Operat	ting Certificate	(121)	
Executive/Corporate Other Work Use				I⊟S	iupplamental Lir Cargo			
☐ Instructional		Domestic or ir		] 📙 F	oreign Air Carrier Commuter Air Carr	a (129) rior (135)		
Ferry Positioning		Domestic	International	ΙŪα	n-Demand Air Ta	xi (135)		
☐ Aerial Application ☐ Acrial Observation		Cargo Operati	Ion		arge Helicopter (1	-		
☐ Air Drop ☐ Air Race / Show		☐ Passenger/C	Cargo	c	lotorceaft External or -	• •		
Flight Test		Passenger	How many lbs	1 -	gricultural Aircrat			
Public Use Unknown		☐ Mail			ther Operator of L	arge Aircraft	·	
		alsa gradick			ecilar foi ower			
Aircraft Registration Number						Damage to		Aircraft I Minor
	Model:			A1		Substant	iai E	None
Registered Owner of Other Air	craft							
First Name:			City:		ZIP;			
Last Name:			Coun	try:				
Pilot of Other Aircraft								
First Name:			City:		Z1P:			
Middle Initial: Last Name:			State: Coun		ZIP:			
WANTEROL SINISOLIA ANTO	KI STATE OF THE	General Residence						
Airport Identifier: VCo	$\sim$				port Center:			
		7 7 7						
Airport Name: 6/10/0	L Minnier	pal Hir	Direct Direct	tion From Ali	rport:			
Airport Name: <u>Concord</u> Proximity to Airport			On Airstrip Airpo	tion From Alert Elevation:	rport:	de	grees Ma	4G
			On Airstrip Airpo	tion From Alert Elevation:	rport:	de	grees Ma	4G
Proximity to Airport  Off Ai Approach Segment (Select one)	rport/Airatrip 🗷	On Airport 🗍	On Airstrip Airpo	rt Elevation:	rport:	342.	grees Ma	AG SL
Proximity to Airport    Off Ai Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app	Landing Downwind	On Airport	On Airstrip Airpo	Final Aborted		de 342	grees M. ft. M	AG SL
Proximity to Airport    Off Ai Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app	Landing Downwind	On Airport	On Airstrip Airpo	Final Aborted Approach (C)	Landing (after to	de  3 4 2  uchdown)  U  Stop and (  Touch and	grees Mft. Mft. AGo A	AG SL round
Proximity to Airport  Off Ai Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None PAR ADF/NDB Sidestep SDF U.S.	Landing Downwind	On Airport Bas	On Airstrip Airpo	Final Aborted Approach (C)	Landing (after too heck all that apply	de 3 4 2 uchdown)  Stop and ( Touch and  Simulated	ft. M  R. Go A  Go Go Forced La	AG SL round
Proximity to Airport Off Ai Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app Mone PAR ADF/NDB Sidestop SDF U.S VOR/TVOR Localizer	Landing Downwind  Downwind  Only	On Airport Base Low	On Airstrip Airpo	Final Aborted Approach (Call its Pattern its Pattern its Young	Landing (after too heck all that apply	de 3 4 2  uchdown)  UStop and ( Simulated Simulated Precod La	grees M.  ft. M  Go  Go  Go  Go  Forced Linding	AG SL round
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None PAR ADF/NDB Sidestep SDF U.S VOR/TVOR Localizer VOR/DME LOC-back TACAN RNAV	Landing Downwind  Downwind  Only	On Airport Bas	On Airstrip Airpo	Final Aborted Approach (C) The Pattern ight-In cy/Terrain Follo Around Stop	Landing (after too heck all that apply, wing	de  3 4 2.  uchdown)  Ustop and ( Touch and Simulated Forced La Precaution Unknown	it. M  Go A  Go Forced Lending	AG SL round anding
Proximity to Airport Off Ai Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None PAR ADF/NDB Sidestep SDF U.S VOR/TVOR Localizer VOR/DME LOC-baol TACAN RNAV  Runway Information	Landing Downwind	On Airport  Base Lov  ALS DA SSR Signal Contact Circling	On Airstrip Airpo  se leg w Approach  Practice Nor GPS Trai Loran Stra Unknown Vall Sego. Full Condii	Final Aborted Approach (Colored Approach (Colore	Landing (after to heck all that apply owing	de 3 4 2  uchdown)  Ustop and Ground and Forced La Precautor Unknown  face (Check of ted	grees M. ft. M ft. M Go A Go Go Go Forced L nary Landi stit that app Water-Cair	AG SL round anding ng
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None  PAR ADP/NDB Sidestep SDF U.S VOR/TVOR Localizer VOR/DME LCC-bac TACAN RUNWay Information Runway ID: (L/R/C) L Runway/Landing Surface (Chac	Landing Downwind  Only Course	On Airport Bas Lov  ALS DA SR Fisual Iontact drelling	On Airstrip Airpo	Final Aborted Approach (C) Final Aborted Approach (C) Final	Landing (after to heck all that apply owing	uchdown)  Stop and G Touch and Simulated Forced La Precaution Unknown  Face (Check of	ft. M  Go A  Go A  Go Forced L  Inding Larry Landi  Water-Cain  Water-Cain  Water-Che	AG SL round  anding og
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None  PAR ADP/NDB Sidestep SDF U.S VOR/TVOR Localizer VOR/DME LCC-bac TACAN RUNWay Information Runway ID: (L/R/C) L Runway/Landing Surface (Chac	Conty Course Cou	On Airport	On Airstrip Airpo	Final Aborted Approach (C) Final Aborted Approach (C) Final	Landing (after too heck all that apply wing  y/Landing Sur  Snow-Compa Snow-Dry Snow-Dry Snow-Wet	de 3 4 2 uchdown)    Stop and G   Touch and Simulated   Precaution   Unknown   Unknown   Gace (Check a cited   Unknown   Unkno	grees M. ft. M  Go A  Go I Go Forced Landing hary Landi water-Cai Water-Clar Water-Glee Wet	AG SL round  anding og
Proximity to Airport  Off Ai Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None  PAR ADF/NDB Sidestep SDF LS VOR/TVOR Localizer VOR/TVOR LOC-baol TACAN RNAV  Runway Information Runway ID: (L/R/C) L.  Runway/Landing Surface (Chec	Landing Downwind  Downwind  Downwind  Downwind  Downwind  Downwind  Colly Colly Course	On Airport   Bas   Lov  ALS   Lov  ALS   Lov  ALS   Contact   Cont	On Airstrip Airpo  See leg W Approach  Practice  OPS Loran Unknown  VFR A  Nor  Tra:  Condit	Final Aborted Approach (Colored Approach (Colore	Landing (after too heck all that apply wing  y/Landing Suri Snow-Compa Snow-Crustee Snow-Dry	de 3 4 2 uchdown)    Stop and G   Touch and Simulated   Precaution   Unknown   Unknown   Gace (Check a cited   Unknown   Unkno	ft. M  Go A  Go A  Go Forced Linding hary Landi  water-Call Water-Clai Water-Glai	AG SL round  anding og
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None  PAR ADP/NDB Sidestep SDF LS VOR/TVOR Localizer VOR/DME LOC-back TACAN RUNWAY Information Runway ID: (L/R/C) L.  Runway/Landing Surface (Check Asphalt Grass/Turf Concrete Gravel Dirt lee	Conly Course Cou	On Airport	On Airstrip Airpo  See leg W Approach  Practice Nor GPS Trai Loran Stra Unknown VFR A  Condii Full  Condii Hole Rou Rub Slus	Final Aborted Approach (C)  The Pattern ight-In ey/Terrain Folio Around Stop  Stop Bloom of Runwa is Covered igh our Deposits	beck all that apply  wing  wing  y/Landing Sur  Snow-Compa Snow-Crusted Snow-Dry Snow-Wet Soft Vegetation	de 3 4 2 uchdown)    Stop and G   Touch and Simulated   Forced La   Precautior   Unknown   Gate (Check of the county of the coun	grees M.  ft. M  Go A  Go I Go Forced L  Inding L	AG SL round  anding og
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None  PAR ADF/NDB Sidestep SDF ILS VOR/TVOR Localizer VOR/DME LOC-bace TACAN RNAV  Runway Information Runway ID: (L/R/C) L  Runway/Landing Surface (Check Asphalt Grass/Turf Concrete Grave) Dirt Loc	Conly Course Cou	On Airport	On Airstrip Airpo  se leg w Approach  Practice Nor GPS Trai Loran Stra Unknown Yall  Condi	Final Aborded Approach (C) and Pattern ight-In cy/Terrain Followaround Stop iton of Runwa is Covered in Covered	Landing (after too heck all that apply wing  wing  y/Landing Sur  Snow-Compa Snow-Dry Snow-Dry Snow-Wet Soft Vegetation  Type	de 3 4 2 uchdown)    Stop and   Touch and   Simulated   Precautior   Unknown   Hace (Check of the check of th	grees M.  ft. M  Go A  Go I Go Forced L  Inding  Bary Landi  Water-Call  Water-Che  Wate	AG SL round anding ng ppy ssy
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None  PAR ADF/NDB Sidestep SDF LS VOR/TVOR Localizer VOR/DME LOC-baol TACAN RUNWAY Information Runway ID: (UR/C) L Runway/Landing Surface (Chec Asphalt Grass/Turf Concrete Gravel Dirt lee  Last Departure Point Airport ID: LEE	Conly Course Cou	On Airport	On Airstrip Airpo  Se leg W Approach  Practice Nor Trai Loran Stra Unknown Vall Condit Condit R Dry Hole Rou Rub Slus  Destination Airport ID:	Final Aborded Approach (Color Pattern ight-In cy/Ternain Follo Around Stop dion of Ruswa is Covered in Covered	J Landing (after too heck all that apply)  wing  y/Landing Sur  Snow-Compa Snow-Dry Snow-Wet Soft Vegetation  Type	de  3 4 2  uchdown)  Ustop and an Universal La Precaution Unknown face (Check of the Check of th	grees M.  ft. M  Go A  Go I Go Forced L  Inding L	AG SL round anding ng ppy ssy
Proximity to Airport  Off Ai Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app Nonc  PAR ADF/NDB Sidestep SDF U.S VOR/TVOR Localizer VOR/TVOR LOCALIZER VOR/DME LOCALIZER TACAN RNAV  Runway Information Runway ID: (U/R/C) L.  Runway/Landing Surface (Chec Asphalt Grass/Turf Concrete Grave) Dirt lee  I SELECTION Airport ID: KEEN City: KEEN CITY	Conly Course Cou	On Airport	On Airstrip Airpo  Se leg  W Approach  Practice Nor Trail  Corps Trail  Loran Stra  Unknown On R  Condition  Roul  Rub  Slus  Destination  Airport ID: Coccity: Condition  City: Condition  Airport ID: Coccity  Condition  Coccity: Coccity  Coccity: Coccity  Coccity: Coccity  Coccity: Coccity  Coccity: Coccity  Coccity  Coccity: Coccity  Coccity  Coccity: Coccity  Coccity: Coccity  Coccity  Coccity: Coccity  Coccity  Coccity: Coccity	Final Aborded Approach (Color Pattern ight-In cy/Ternain Follo Around Stop dion of Ruswa is Covered in Covered	Landing (after took heck all that apply)   wing	de  3 4 2  uchdown)  Ustop and of Stop and of Touch and Precaution Unknown face (Check of the Check of the Ch	grees M. ft. M  ft. M  Go A  Go I Go Forced L  Inding Mater-Cai Water-Clai Wet Jinknown  Filed  VFR.	AG SL round anding ng ppy ssy
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app None  PAR ADF/NDB Sidestep SDF LS VOR/TVOR Localizer VOR/DME LOC-baol TACAN RUNWAY Information Runway ID: (UR/C) L Runway/Landing Surface (Chec Asphalt Grass/Turf Concrete Gravel Dirt lee  Last Departure Point Airport ID: LEE	Conly Course Cou	On Airport	On Airstrip Airpo  Se leg W Approach  Practice Nor Trai Loran Stra Unknown Vall Condit Condit R Dry Hole Rou Rub Slus  Destination Airport ID:	Final Aborded Approach (Color Pattern ight-In cy/Ternain Follo Around Stop dion of Ruswa is Covered in Covered	Landing (after took heck all that apply)   wing   Snow-Compa   Snow-Crusted   Snow-Crusted   Snow-Wet   Soft   Vegetation     Type   Now   Cook   Mill   Vegetation   Vegetation   Vegetation   Vegetation   Cook   Mill   Vegetation   Veget	de  3 4 2  uchdown)  Ustop and of Stop and of Touch and Forced La Precaution Unknown face (Check of the Check	grees M.  ft. M  Go A  Go I Go Forced L  Inding .  Bary Landi  Water-Cala  Water-Cla  Water-Cla  Water-Cla  Wet  Unknown  VFR  URK  URK  URK  URK  URK  URK  URK  U	AG SL round anding ng ppy ssy
Proximity to Airport  Off Ai  Approach Segment (Select one) On Instrument Approach Crosswind  IFR Approach (Check all that app Nonc  PAR ADF/NDB Sidestep SDF LS VOR/TVOR Localizer VOR/TVOR LOCALIZE VOR/TVOR RNAV  Runway Information Runway Information Runway ID: (U/R/C) L  Runway/Landing Surface (Chec Asphalt Grass/Turf Concrete Grave) Dirt Dee  Last Departure Point Airport ID: KEEN City: Keene State: Mill	Conly Course Cou	On Airport	On Airstrip Airpo  Se leg  W Approach  Practice Nor Trail  Corps Trail  Loran Stra  Vall  Condition  Rout  Rub  Slus  Destination  Airport ID: Corco  State: NH  Country: USA	Final Aborded Approach (Color Pattern ight-In cy/Ternain Follo Around Stop dion of Ruswa is Covered in Covered	Landing (after took heck all that apply)   wing   Snow-Compa   Snow-Crusted   Snow-Crusted   Snow-Wet   Soft   Vegetation     Type   Now   Cook   Mill   Vegetation   Vegetation   Vegetation   Vegetation   Cook   Mill   Vegetation   Veget	uchdown)  Stop and G Touch and Simulated Forced La Precaution Unknown face (Check of	grees M.  ft. M  ft. M  Go A  Go Forced Linding hary Landi water-Can Water-Can Water-Cla Water-Gla Water-Gla Unknown  Glad Unknown  Glad Unknown  Glad Unknown	AG SL round anding ng ppy ssy

Airspace where the sector Class A Class B Class C Class D	Class E Class E Demo Area Warning Area	eck ali ihai apply)	Prohibited Area Restricted Area Military Operations Area (N Airport Advisory Area	MOA)	☐ Jet Training Area ☐ TRSA ☐ FAR 93	☐ Special ☐ Air Traffic Control Area ☐ Unknown
Alreraft Load Description None Passengers Cargo	☐ Towing Glider ☐ Towing Banner ☐ Other External		Parachutists Water Chemical/Fertilizer/Seeds		☐ Livestock ☐ Unknown	
EQUEUM SERVICES	ENFORMATIC	<b>IN</b>				
Fuel on Board at Last Ta (convert from pounds, as nace	1	Fuel Type 30/87 \$100 Low Lead 100/130	☐ 115/145 ☐ Jet A ☐ Automotive	☐ JP3 ☐ JP4 ☐ JP5	Other, specify_	
Other Services, if Any, P.	rior to Departure			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
MEGEANICAUMAL	A PROPERTY OF THE PROPERTY OF	ALLEGE	LOIGH DECE TO BE	ap, cons		A Control of the Cont
Was there Mechanical Midle (If yes, list the name of the par-						Total Time/Cycles On Part
						Haurs
						Cycles
						Time Since This Part Inspected/Overhauled
						Hours
EVANYAS ESTA PATRICI		TELEMENT OF				
Aircraft Damage	Airera		System Steller	A	Ircraft Explosion	SALE TANDHAMAN CENTRAL CONTRACTOR OF THE PARTY OF THE PAR
None Substantia	ial XNons d In-Fi	E 🛄	Both Ground and In-Flight Unknown Origin	A	None 🔲 Bo	oth Ground and In-Flight nknown Origin
Description of Damage to	Aircraft and Othe	r Property (use )	additional sheet if necessary)	,		
All ports a Were Subs	of the a	irplane	· including	. the	: power pl.	ent
Were 3ub:	stantial	ly da.	maged.			
enakora iliantarya	ITO SAFAME					
			☐ Yes ÆNo		3,172.17	Manager of the Control of the Contro
Was an emergency evacuat						
Method of Exit - Describe 1	now the occupants e	m wort bas besixu	iany occupants evacuated (	each locat	ilon	
		-				
						,

ENLES EN ANTINE GEN					Ž.			and an artist of the		transaction (
Pilot "A" Responsibilities    Pilot   Co-Pilot	at the Tims of A Student Pilot	ccident 	Instructor	Check Pil	ot 🗆 F	light Engin	eer □Ot	her Flight Cre	w	
Pilot "A" Identification								.,		
First Name: John Middle Initial: Last Name: 0'0000						West MA USA	ZIP:	2493		
Age at time of Accident:	66 Date	of Birth;	mm/lel/yyyy	11944	Certificat	e Number	,			· · · · · · · · · · · · · · · · · · ·
Degree of Injury None Fatal Minor Unknown Serious	Sent Occup  Left Right Center		□ Uni	mown !	Seat Belt Used Available	¥Yes □ Yes	□ No	Shoulde Used Available	er Harness  XYes  Yes	□ No
Pilot Certificate(s) (Check	all that apply)							<u>i</u>		
None St.	dent tht Instructor	Recre	sational :	☐ Comm	ercial Transport		Flight Er		☐ Foreig	, '
Principal Occupation  Pilot Other Unknown	Class 1	gte Class 3 Driver's Lice Unknown	ense (Sport P		Without I	ertificate limitations/ itations/wai	waiyers	03	f Last Medic	eal (
Medical Certificate Limita  Medical Certificate Waiver										
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:		_	Review Ai	rcraft				<b>*************************************</b>	·	
FAR 121/133 CHECKS;	mm/dd/yyyy	Modeli			•	•	41.11	***************************************		<del></del>
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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.

see attatched

## RECOMMENDAMEN (Now product) is action of the property and the control of the cont

Operator/Owner Safety Recommendation

To: Mr. David Roakes
Federal Aviation Administration

From: John M. O'Donnell, M.D.

Weston, MA 02493

Dear Mr. Roakes,

□ At your request I will attempt to recreate the events that occurred on the evening of May 31, 2011.

□□ After preparing a flight plan, obtaining weather information, pre-flighting N709PR and having a detailed discussion with my instructor, I took off from Sanford Airport (KSFM) on my solo cross country flight. The plan was to fly to Concord Airport (KCON) for a stop and go, continue on to Dillant Hopkins (KEEN) for a second stop and go and then return to Sanford Airport. The estimated time in route was one hour, fifty-two minutes, the airplane was full of fuel (17.2 gallons usable) and my endurance was 3.5 hours. I listened to Concord ASOS for weather and altimeter information and then switched to KCON CTAF. As I approached KCON, I became concerned about the amount of traffic and decided not to land but instead, to go on to KEEN. After an uneventful landing at KEEN, I began the third leg of my flight back to Sanford. While passing Mt. Monadnock, it occurred to me that if I failed to make three landings, the flight might not qualify as a cross-country solo. I decided to fly back to KCON to land and then go on home to Sanford. As I flew to KCON I listened to the AWOS and based on the wind, I decided to do a midfield cross wind approach for runway 17. I announced my intentions twice as I approached the airfield and on the crosswind leg at 1300 feet. I turned onto a left downwind, announced my

position and when I passed the runway numbers, I turned on my full pump and carburetor heat, cut my engine speed and added 15 degrees of flaps. I turned on base, announced my position and then announced my position as I turned on final. I checked my approach speed, confirmed a proper glide path with the PAPI, lined up my approach with the centerline of the runway and chose an aim point. During the descent I felt that there was a right quartering headwind, which required me to crab the plane slightly in order to keep it on the runway centerline.

When I was approximately 30 yards from my aim point, I checked my airspeed, leveled the plane and shortly thereafter, I began the flare. At this point, my recall is poor. I am not sure if the plane began to drift to the left or if I touch downed first, rose from the runway and then began to drift. I do know that I felt that I could make a more controlled landing if I went around so I gave the plane full throttle expecting it to fly straight with a plan to retract the flaps after gaining speed and establishing a climb attitude. Instead of flying straight, the plane did not seem to have the power I expected and began to turn to the left. Despite what I thought to be the proper corrections, the plane continued to turn steep left. I remember feeling a tremendous force on my chest and the next thing I remember was my inability to see and hearing what I thought was the fuel pump. I tried to find the switch but was unable. I did not smell gas but I decided to try and exit the plane. I found the seat/shoulder belt release and eventually got it to open. I fell to the ground on my back and then realized that I had been upside down. I used my legs to push myself in a direction that I thought was away from the plane while remaining on my back. When I heard people yelling, I stopped moving. I remember being placed in a collar, put on a hard board and being transported.

I feel that I followed a very standard landing procedure and so I really do not know why this accident occurred. I feel that I am a competent student pilot and that based on my discussions with and

observations of other pilots, I believe that I have received an excellent general aviation education and piloting instruction from Southern Maine Aviation.

If any further information is necessary regarding this incident, please do not hesitate to contact me.

With warmest regards,

John M. O'Donnell, M.D.

ADDITIONAL INFORMATION (Please type or print in Ink)
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