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									
Accident/Incident Location				Date/Time					
Nearest City/Place: APPLET	City/Place: APPLETON State: W		e: <u>WI</u>	Date: 03/14/2	te: 03/14/2011 Local Time: 13:00				
ZIP: 54914-8573 Coun				mm/dd/yy	71,717	CE	ENTRAL		
Latitude: N 44:15:45 (dd:mm:ss N/S) Longitude: W 88:31:50 (ddd:mm:ss E/W)									
Phase of Operation			the state of the s	Collision with C	Other Aircraft	Altitude o	of In-Flight		
Standing Takeoff (inc				Midair		Occurren	ce		
☐ Taxi ☐ Climb☐ Descent ☑ Landing	☐ Mane ☐ Appr	oach		☐ On-ground ☑ None				ft MSL	
72 - 25 - 15 - 15 - 15 - 15 - 15 - 15 - 1	AIRCRAFT INFORMATION								
Manufacturer: GULFSTF		CORPORATIO	N	May Gross W	Veight:	91 400 lbs			
Model: G550					me of Accident/In		51 4	28 ths	
Serial Number: 5305				_	Center of Gravity				
Registration Number: N5	35GA	Amateur-built:	: □ Yes □ No	N. (2000 A.C.) (2000 A.C.)			or 🔲 datur		
	<u></u>			-or-					
	ype of Airworthiness (Certificate	Number of S	eats:	20 Landi	ng Gear	√ Retrace	table	
青 、	Check all that apply)	ria I		ft, how many seats	Check		nal landing ge	ear	
Blimp/Dirigible	Standard Spec ☑Normal □ Re	estricted		-	. 5	guration that			
Glider Cymaeraft	Utility Li	mited		w:		icycle		ilwheel	
☐ Holicaptor		ovisional sperimental		w:		nphibian nergency Flo	at Sk	igh Skid	
☐ Powered lift ☐ Ultralight		pecial Flight	Passengers	s:	16	oat	☐ Sk	ci .	
Unknown	Li	ght Sport				ıll ıknown	☐ Sk	i/Wheel	
Type of Maintenance Prog	gram	Last Inspect	ion Tyne		Date Last Inspe		02/1///0011		
Annual	3	100 Hour		s Airworthiness	Date Last Inspe		m/dd/yyyy	7	
Conditional (Amateur-built		AAIP Condition		nal Inspection			1.0.000		
☐ Manufacturer's Inspection I☐ Other Approved Inspection	Program Program (AAIP)	Annual	Unknown		Airframe Total			10 hrs	
✓ Continuous Airworthiness	% 				hours measure Last Inspec			ent/Incident	
Other, specify:		Ctall Wannin	g System Insta	llad		(S)	A1100	cita incident	
IFR Equipped ☑ Yes □ No □ Unknow	wn	27 3035 Table 1	lg System Insta Jo 🔲 Unknown	wn None					
			☑ Specify TWO IDENT				TICAL SINGLE-SHOT TILES FOR THE ENGINES		
					AND A		FOR THE	ENGINES	
The state of the s	Activated	ELT Manufa	cturer: ARTE	Χ					
✓ Yes □ No □ Y	es 🔽 No	Model/Series	453-5060						
ELT Aided in Locating Ac	ccident/Incident	Serial Numbe	er: <u>09753</u>						
Yes No		Battery Type	: <u>(P/N) 452-01</u>	33	Batte	ry Exp. Da	ate: <u>6-2015</u>	5	
Engine Type	Reciprocatin System Type	ig Fuel P	ropeller						
☐ Reciprocating ☐ Turbo☐ Turbo Shaft ☑ Turbo	JCL		Fixed Pitch	Manufac	eturer:				
Turbo Prop Unkno	T	ed 🗖	Controllable Pit				<u> </u>	<u> </u>	
					Engine Rated	T			
				-	Power Measured as (check one)	l.,	Time	Time	
	Engine	Man	ufacturer's	Date of Mfg.	Horsepower	Total Time	Since Inspection	Since Overhaul	
Engine Engine Manufacture	er Model/Series	Seria	al Number	mm/dd/yyyy	☑ lbs of Thrust	(hours)	(hours)	(hours)	
Eng. 1 ROLLS-ROYCE	BR700-701C4-11 BR700-701C4-11	15727 15726		-	1538				
Eng. 2 ROOLS-ROYCE Eng. 3	BR700-701C4-11	15/20			1538	7			
Eng. 3				+	1	+			
~~~g. ¬							ı		

OWNER/OPERATOR INFOR	RMATION	J				
Registered Aircraft Owner	Owner Address					
Name: GULFSTREAM AEROSPAC	City: SAVANNAH					
Fractional Ownership Aircraft:	State: GA ZIP: 31402 Country: USA					
Operator of Aircraft	Operator Address Same As Registered Owner					
Name:			City:			
Doing Business As:			City: ZIF	):		
Air Carrier/Operator Designator (4 Cha	aracter Code	):	Country:			
Regulation Flight Conducted Under			Revenue Sightseeing Flight			
☑ FAR 91 ☐ FAR 129 ☐ FA	R 91 Special 1	Flight Public Use (select type)	☐ Yes     ✓ No			
☐ FAR 103 ☐ FAR 133 ☐ Not	n-US, Comme	rcial	Air Medical Flight			
FAR 121 FAR 135 No	n-US, Non-co	mmercial 🔲 Unknown	Yes	✓ No		
	med Forces			**		
Purpose of Flight for FAR 91, 103, 133, 137 (Select one)		Revenue Operation for FAR 121, 125, 129, 135 (Select one)	Type of Commercial Op (Check all that apply)	erating Certificate Held		
☐ Personal		☐ Scheduled or Commuter	None	1 5 Table 1		
Business		☐ Non-Scheduled or Air Taxi	Flag Carrier Operating Ce	ertificate (121)		
Executive/Corporate Other Work Use			Air Cargo			
☐ Instructional		Domestic or International	Foreign Air Carriers (129	)		
☐ Ferry		☐ Domestic ☐ International	Commuter Air Carrier (13			
☐ Positioning ☐ Aerial Application			On-Demand Air Taxi (13.  Large Helicopter (127)	3)		
Aerial Application  Aerial Observation	ŀ	Cargo Operation	1 — "	(122)		
Air Drop		☐ Passenger/Cargo	Rotorcraft External Load	(133)		
Air Race / Show		☐ Passenger How many?	Agricultural Aircraft (137	7)		
		Cargolbs	Other Operator of Large A	A irora ft		
Unknown		☐ Man	U Oulei Operator of Large A	AllCraft		
OTHER AIRCRAFT – COLL	ISION (If	oir or ground collision convered complete t	hio costion for atheroirers	A#\		
		all of dround comsion occurred, comblete i	nis section for <i>owier</i> all cra	111.1		
			-			
Aircraft Registration Number   Man	nufacturer:		Dai	mage to Other Aircraft Destroyed		
Aircraft Registration Number   Man	nufacturer: del:		Dai	mage to Other Aircraft		
Aircraft Registration Number Man Mod Registered Owner of Other Aircraft First Name:	nufacturer: del:		Dai	mage to Other Aircraft Destroyed		
Aircraft Registration Number Monor Monor Monor Monor of Other Aircraft First Name: Middle Initial:	nufacturer: del:	City: State:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number Mon Mon Registered Owner of Other Aircraft First Name: Middle Initial: Last Name:	nufacturer: del:	City: State:	Dai	mage to Other Aircraft Destroyed		
Aircraft Registration Number   Man   Mod   Registered Owner of Other Aircraft First Name:	nufacturer: del:	City: State: Country:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number   Man   Mod   Registered Owner of Other Aircraft   First Name:                 Last Name:             Pilot of Other Aircraft   First Name:	nufacturer: del:	City: State: Country:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number   Man   Mode   Registered Owner of Other Aircraft   First Name:	nufacturer: del:	City: State: Country: City: State:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number   Man   Moore   Registered Owner of Other Aircraft   First Name:	nufacturer: del:	City:   State:   City:   City:   State:   State:   Country:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number   Man   Mode   Registered Owner of Other Aircraft   First Name:	nufacturer: del:	City:   State:   Country:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number  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: MECHANICAL MALFUNCTI Was there Mechanical Malfunction/	nufacturer: del:	City: State: Country: City: State: Country:  URE (If more space is needed, continue of the con	ZIP:	mage to Other Aircraft Destroyed   Minor Substantial   None		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: State:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: City: State: Country:  URE (If more space is needed, continue of the con	ZIP:	mage to Other Aircraft Destroyed   Minor Substantial   None		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: State:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: State:	ZIP:	mage to Other Aircraft Destroyed   Minor Substantial   None  Total Time/Cycles On Part		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: State:	ZIP:	mage to Other Aircraft Destroyed		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: State:	ZIP:	Total Time/Cycles On Part  Hours Cycles Time Since This Part Inspected/Overhauled		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: State:	ZIP:	Total Time/Cycles On Part  Hours Cycles Time Since This Part		
Aircraft Registration Number Mode  Registered Owner of Other Aircraft  First Name:  Middle Initial:  Last Name:  Pilot of Other Aircraft  First Name:  Middle Initial:  Last Name:  MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/  (If yes, list the name of the part, manufactur	ION/FAIL Failure?	City: State: Country: State:	ZIP:	Total Time/Cycles On Part  Hours Cycles Time Since This Part Inspected/Overhauled		
Aircraft Registration Number  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: MECHANICAL MALFUNCTI Was there Mechanical Malfunction/ (If yes, list the name of the part, manufactur LEFT HYDRAULIC SYSTEM FAIL, COM	ION/FAIL Failure?  Fer, part no., s MPLETE LOS	City:State:Country:	ZIP:	Total Time/Cycles On Part  Hours Cycles Time Since This Part Inspected/Overhauled		
Aircraft Registration Number  Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/ (If yes, list the name of the part, manufactur LEFT HYDRAULIC SYSTEM FAIL, COM	ION/FAIL Failure? MPLETE LOS	City:	ZIP:	Total Time/Cycles On Part  Hours Cycles Time Since This Part Inspected/Overhauled		
Aircraft Registration Number  Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: Middle Initial: Last Name: MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/ (If yes, list the name of the part, manufactur LEFT HYDRAULIC SYSTEM FAIL, COM	ION/FAIL Failure?  MPLETE LOS  ND OTHE Aircraft F	City:	ZIP:	Total Time/Cycles On Part  Hours  Cycles  Time Since This Part Inspected/Overhauled  Hours		
Aircraft Registration Number  Registered Owner of Other Aircraft First Name: Middle Initial: Last Name: Pilot of Other Aircraft First Name: Middle Initial: Last Name: MECHANICAL MALFUNCTI  Was there Mechanical Malfunction/ (If yes, list the name of the part, manufactur LEFT HYDRAULIC SYSTEM FAIL, COM	ION/FAIL Failure? MPLETE LOS	City:	ZIP:	Total Time/Cycles On Part  Hours Cycles Time Since This Part Inspected/Overhauled		

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)									
DAMAGE TO LEFT WING AND LEFT MAIN LANDING GEAR. POSSIBLE DAMAGE TO ENGINES FROM FOD (TBD)									
AIRPORT INFORMATION (If th	e accident/incident occu	ırred on appr	oach, takeoff or within 3	miles of an airpor	t. complete this section)				
Airport Identifier: KATW			Distance From Airpor	0012	80.00 (A.87882				
Airport Name: OUTAGAMIE CO REG	<u></u>	_	Direction From Airpo		10 degrees MAG				
Proximity to Airport    Off Airport/Airs	V029077 197107	On Airstrip	Airport Elevation:		918 ft. MSL				
Approach Segment (Select one)		•							
On Instrument Approach	ng 🔲 Base	e leg	☐ Final		Go Around				
☐ Crosswind ☐ Down		Approach		nding (after touchdow	vn)				
IFR Approach (Check all that apply)			VFR Approach (Check						
☐ None         ☐ PAR           ☐ ADF/NDB         ☐ Sidestep		Practice GPS	☐ None ☐ Traffic Pattern		op and Go ouch and Go				
SDF ILS	☐ ASR ☐	Loran	Straight-In	☐ Si	mulated Forced Landing				
□ VOR/TVOR       □ Localizer Only         □ VOR/DME       □ LOC-back course	☐ Visual ☐ ☐ Contact	Unknown	☐ Valley/Terrain Followir☐ Go Around		orced Landing ecautionary Landing				
TACAN RNAV	Circling		Full Stop		nknown				
Runway Information			Condition of Runway/l	Landing Surface	(Check all that apply)				
Runway ID: 30 (L/R/C) Length:	6,501 ft Width:	150 ft		Snow-Compacted Snow-Crusted	☐ Water-Calm ☐ Water-Choppy				
Runway/Landing Surface (Check all that	apply)			Snow-Clusted Snow-Dry	☐ Water-Choppy ☐ Water-Glassy				
☐ Asphalt ☐ Grass/Turf ☐ Mac			Rough Snow-Wet Wet  Rubber Deposits Soft Unknown						
✓ Concrete ☐ Gravel ☐ Met ☐ Dirt ☐ Ice ☐ Sno	al/Wood 🔲 Unknown w			l Soπ l Vegetation	Unknown				
FLIGHT ITINERARY INFORMA									
Last Departure Point	Time of Departure	Destination	1	Type Fligh	t Plan Filed				
Airport ID: KATW	0045	Airport ID:	KATW	None	☐ VFR/IFR				
City: APPLETON	Time: <u>0945</u>	City: APPL	ETON	— ☐ Company — ☐ Military	√VFR				
State: WI	Time Zone: CENTRAL	State: WI		VFR	VFIX				
Country: USA		Country: US	E	Activated?	Yes No				
Type of ATC Clearance/Service (Check of	ıll that apply)			•					
□ None □ Special VFR	☐ Specia		□ VFR Flight I		Cruise				
<b>VFR ☐</b> IFR <b>Airspace where the accident/incident occ</b>		On Top	☐ Traffic Advi	sory	Unknown / NA				
✓ Class A Class E		nibited Area	□ Jet ⊤	raining Area	☐ Special				
☐ Class G	Rest	ricted Area	☐ TRSA	A	Air Traffic Control Area				
☐ Class C ☐ Demo Area ☐ Warning Area		tary Operations ort Advisory A		93	Unknown				
Aircraft Load Description (Check all than	<u> </u>	on nuvisui y A	u vu						
✓ None ☐ Towing Glide		chutists	Lives	stock					
Passengers Towing Bann	er 🔲 Wat	er	Unkn	nown					
Cargo Other Externa		mical/Fertilizer	/Seeds						
FUEL & SERVICES INFORMAT									
Fuel on Board at Last Takeoff (convert from pounds, as necessary)	Fuel Type	☐ 115/145	☐ JP3	Other, specify					
2,069 _{Gallons}	☐ 100 Low Lead	☑ Jet A	<b>□</b> JP4						
Ganons	100/130	☐ Automotiv	е 🔲 ЈР5						
Other Services, if Any, Prior to Departu	re								

EVACUATION OF AIRCRAFT										
Was an emergency evacuation of the aircraft performed? ☑ Yes ☐ No										
Method of Exit – Describe how the occupants exited and how many occupants evacuated each location										
ALL THREE CREW MEMBERS	ALL THREE CREW MEMBERS EXITED OUT THE MAIN ENTRANCE DOOR.									
WEATHER INFORMA	TION AT THE	E ACCII	DEN	T/INCIDI	ENT SITE					
Weather Observation Facilit					ther Information			Method o	of Briefing	
Facility ID: KATW			350000000000000000000000000000000000000	ck all that ap			_		that apply)	
Observation Time:				ational Wea light Service	ther Service Station		☐ Company ☐ Military	☐ In Person		
Time Zone:			□т	V/Radio			✓ Internet	7 Teleph	one/Computer	
Distance from Accident Site:	1	ΙM		utomated Re ommercial V	eport Veather Service (DUA'	TS)	Unknown	Aircraf	t Radio dio	
Direction from Accident Site:	V 2 2 3 3 4 5 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7 1 5 7	ees MAG		300000000000000000000000000000000000000				Unkno	wn	
Briefing Type/Completeness			_	t Conditio		_		Visibility		
	☐ Abbreviate ☐ Unknown	ed	□ D ☑ D		☐ Dusk ☐ Night		Dark Night Bright Night	10	miles	
Partial / Limited By Briefer	Not Pertin	ent					Not Reported	76 to to		
Sky/Lowest Cloud Condition	20	Ceiling					estriction to Visibility			
	Thin Broken Thin Overcast	None     Broke	(clear) en		☐ Obscured☐ Indefinite		None Blowing Dust	☐ Fog	g ound Fog	
Partial Obscuration	Unknown	Overd			Unknown		Blowing Sand	☐ Ha	ze	
☐ Scattered		~ "					Blowing Snow Blowing Spray	☐ Ice ☐ Sm		
Lowest Cloud Condition Hei	_	Ceiling	Heigh	t	0. 4.07		Dust		known	
	_ ft AGL	<u> </u>			ft AGL	_				
Wind Direction	Wind Speed	10 _{KTS}		Wind G			ype of Turbulence (Ca None ☐ In Cl		apply)	
✓ Indicated: 340 degrees MAG	Velocity:	KIS		velocity:	KTS			ouus iity of Thunc	lerstorm	
	☐ Calm			☐ Gustin	g	Se	verity of Turbulence	,		
☐ Variable	Light and Vari	able	Not Gusting				☐ Extreme ☐ Moderate ☑ Light			
NOTAM OF LEDG	ATDAGET C	CATET	PIREPs in effect at the time of				Severe Moderate Chop			
. ,			,		iect at the time of	the	accident/incident			
ATW 01/006 SVC AWOS CIG N CREATED: 04 JAN 22:37 20		1 22.37 20	IIONI	IL OFN.						
ATW 04/001 NAV RWY 3 ILS L COURSE. WIE UNTIL UFN. 0				GHT OF C	ENTER					
ATW 12/008 TWY P CLSD. WIE	EUNTIL UFN CRI	EATED: 07	DEC '	19:08 20						
	Id	ing Fore	cast				Type of Precipitati	on (Check a	ll that apply)	
Temperature:2 (C) or(F)	l e	Amou: None		Moderate	<b>Type</b> ☐ Rime			Drizzle		
		Trace		Severe	Clear			☐ Ice Pellet ☐ Snow Pe		
Altimeter Setting: 30.10 i		Light			☐ Mixed			Snow Gr		
Density Altitude:		ing Actu					☐ Freezing Rain	☐ Ice Cryst ☐ Ice Pellet		
		Amou: None		Moderate	Type ☐ Rime			Freezing	Drizzle	
or7(F)										
		Light			☐ Mixed		☐ Light ☐ M	oderate	☐ Heavy	

PILOT "A" INFORMATION										
Pilot "A" Responsibilities a  ✓ Pilot ☐ Co-Pilot	t the Time of A	ccident/Incid		Check Pilot	☐ Flight	Engineer	Other:	Flight Crew		
Pilot "A" Identification										
First Name: JOHN Middle Initial: S Last Name: WEDEMEYER	ł.			Stat	r: SAVAI re: GA intry: US	Z	CIP: 31406	3		
Age at time of Accident/Incident: 46 Date of Birth: (R)  mmvaayyyy  Certificate Number: (R)										
Degree of Injury  ✓ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious	Seat Occup Left Right Center	ied Front Rear Single	Unknov	Seat		THE STATE OF THE S	□ No	Shoulder H Used Available		□ No
Pilot Certificate(s) (Check of	ll that apply)			•						
□ None         □ Stu           □ Private         □ Flig	dent tht Instructor	☐ Recre	eational	☐ Commercia ✓ Airline Tra			Flight Engir U.S. Militar		☐ Foreign	
Principal Occupation	Medical Certific	cate		Med	lical Cert	ificate Va	lidity	Date of L	ast Medica	ı
☑ Pilot ☐ Other ☐ Unknown	▼ Class 1	Class 3 Driver's Lice Unknown	ense (Sport Pilot	only) 🔲 W		tations/wai ions/waiver		12/21/ mm/dd	4 1980 F CK   150	
Medical Certificate Limita	tions									
Medical Certificate Waiver	`s									
NONE										
D 4 CI 4 FILL I 4 D 1		I Fire								
Date of Last Flight Review or Equivalent, Including		200	t Review Airo							
FAR 121/135 Checks:	01/07/2011		GULFSTRE	=AM	85 - 29		- S S	35 - 35 -		
	mm/dd/yyyy		ı: GIV							
Airplane Rating(s)	Other Aircraf	70000		ent Rating(s)			r Rating(s)			
(Check all that apply)  ☐ None	(Check all that a  ☐ None	ippiy)	Check al	l that apply)		<i>(Check all .</i> ☑ None		Г	Instrument .	A irolona
☑ Single-Engine Land	Airship		✓ Airpla	ne			e Single-Eng	ine	Instrument 1	Helicopter
Single-Engine Sea	☐ Free Balloon ☐ Glider	bo	☐ Helico	pter		Airplan	e Multi-Engi	ne 🗌	Helicopter	•
✓ Multiengine Land ☐ Multiengine Sea	Gyroplane		Power	ed Lift		☐ Gyropla ☐ Powere	ıne d Lift		Glider Sport	
The state of the s	Helicopter							<del></del>	- T	
Type Ratings	Powered Lift	DP				Student L	ndorsomo	nts (Include d	lates)	
CE-500, G-IV, G-V						Student 1	indoi seme	nts (menace c	uues)	
Some of the flight times below are	estimates									
Flight Time (enter appropriat			Airplane	White the transmission of		Inst	rument			
number of hours in each box)	e All Aircraft	This Make & Model	Single Engine	Airplane Multiengine	Night	Actual	Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	6,181	555	283	5,898	598	1,178	568	10	0	0
Pilot in Command (PIC)	5,115	241	190	4,925	575	1,178	568	0	0	0
Time as Instructor	2,535	20	0	2,535	155		221	0	0	0
This Make/Model				0.0	24	4.800	196.570	13,25		
Last 90 Days	82	40	0	82	5			0	0	0
Last 30 Days	33	18	0	33	2	1000	=4.1200	0	0	0

PILOT "B" INFORMATION										
Pilot "B" Responsibilities at ☐ Pilot ☐ Co-Pilot	the Time of Ac			Check Pilot	☐ Flight	Engineer	Other I	Flight Crew		
Pilot "B" Identification										
First Name: JAMES Middle Initial: T Last Name: HICKS				Stat	r: <u>SAVAN</u> e: <u>GA</u> untry: <u>US</u>	Z	IP: <u>31402</u>	<u> </u>		
Age at time of Accident/Incid	lent: 46	Date of Bi	rth:(R) 		tificate Ni	ımber: (	R)			-
Degree of Injury  ☑ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious	Seat Occupied  Left Right Center	ed Front Rear Single	Unknown	Seat Used Avail	<u> </u>		□ No □ No	Shoulder H Used Available	✓ Yes	□ No □ No
Pilot Certificate(s) (Check al	l that apply)									
□ None   □ Stud     □ Private   □ Flight	ent ht Instructor	☐ Recre		Commercia Airline Tra			Flight Engin U.S. Militar	у	☐ Foreign	
Principal Occupation 1	Medical Certific	cate		Med	lical Certi	ficate Va	lidity	Date of L	ast Medica	l
Other	Class 1	Class 3 Driver's Lice Unknown	ense (Sport Pilot	only)	Jithout limi Jith limitati nknown			11/09/20 mm/dd/y	16 SCHWA	
Medical Certificate Limitat NONE	ions									
Medical Certificate Waiver	s									
Date of Last Flight Review		Flight	t Review Airc	raft						
or Equivalent, Including FAR 121/135 Checks:	11/19/2010	Make:	GULFSTRE	EAM						
TAR 121/155 Checks.	mm/dd/yyyy	— Model	: GIV							^
Airplane Rating(s)	Other Aircraf		1	ent Rating(s)	T ₁	nstructor	Rating(s)	<u> </u>	<u> </u>	
(Check all that apply)	(Check all that a			l that apply)		Check all th				
□ None     □ Single-Engine Land     □ Single-Engine Sea     □ Multiengine Land     □ Multiengine Sea	Check all that apply    Check all that apply    Check all that apply    Check all that apply    None   None   Airship   Airplane   Helicopter   Powered Lift   Powered Li			pter		None Airplane Airplane Gyroplan Powered	Single-Engin Multi-Engin ne Lift	ne 🔲	Instrument A Instrument H Helicopter Glider Sport	irplane elicopter
Type Ratings					S	tudent Ei	ndorsemen	<b>ts</b> (Include de	utes)	
GIV, GV										
Some of the flight times below are estimates										
Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Insti Actual	rument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	4,793	1,176	3,300	1,185	200	_	0	0	0	0
Pilot in Command (PIC)	4,105	717	3,388	720	150	80		0	0	0
Time as Instructor	1,141	0	1,160	200.70	50		0	77.00	0	0
This Make/Model	2		1,100		72	-	0		8.00	
Last 90 Days	90	90	0	90	30	100	0	0	0	0
Last 30 Days	32	32	0	32	0		0	0	0	0
Last 24 Hours	4	.A.	0	1	0	n	n	0	0	0

ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)									
Pilot Name and Address			<u> </u>			Degree of I			
First Name:		City:				None	☐ Fatal		
Middle Initial:		State:	ZIP:			☐ Minor ☐ Serious	Unknown		
Last Name:		Country:				Serious			
Pilot Certificate(s) (Check all that	t apply)				ì	Seat Occup	ied		
☐ None ☐ Student	Recreational	Commercial	Flight Engineer	☐ Foreign		Left	Front		
☐ Private ☐ Flight Instructor	☐ Sport	Airline Transport				☐ Right ☐ Center	☐ Rear ☐ Single		
Type Rating/Endorsement for Accident/Incident Aircraft?	Плу Плу.	Total Flight Ti	me at the Time t/Incident:	hea		_ Center	Unknown		
Accident/Incident Aircraft:	Yes No	of this Acciden	u/incluent:	hrs					
Pilot Name and Address						Degree of I			
First Name:		City:				None	☐ Fatal		
Middle Initial:		State:	ZIP:			☐ Minor ☐ Serious	☐ Unknown		
Last Name:		Country:				511 044			
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Private Flight Instructor	☐ Sport	Airline Transport				☐ Right ☐ Center	☐ Rear ☐ Single		
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Middle Initial:		State:	ZIP:			☐ Minor ☐ Serious	☐ Unknown		
Last Name:		Country:				□ Schous			
Pilot Certificate(s) (Check all tha	t apply)					Seat Occup	ied		
☐ None ☐ Student	Recreational	☐ Commercial ☐ Airline Transport	Flight Engineer	☐ Foreign		Left	Front		
Private Flight Instructor	☐ Sport					☐ Right ☐ Center	☐ Rear ☐ Single		
Type Rating/Endorsement for Accident/Incident Aircraft?	☐ Yes ☐ No		me at the Time t/Incident:	lama.		Center	Unknown		
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## NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained. 5305 Incident Report

Crew: Scott Wedemeyer (Pilot Flying-PF), J. Todd Hicks (Pilot Not Flying-PNF), Doug (maintenance). Callsign GLF16.

Date: Monday, 14 Feb 2011

Location: ATW, Landing Runway 30, RNAV/GPS Runway 30

Flight was a Completion 1 on 5305. Brief started at 0815. Ground ops were uneventful with the following writeups: exterior baggage door squeaks, pilot and co-pilot seat tracking, acoustic door chatter while taxi, printer inop, left hydraulic quantity of 5.0, right hydraulic quantity of 1.7, and occasional Trim 1-2 Fail that would self clear.

Taxi, engine run-ups and takeoff were normal.

The flight to the SAW area was normal. All in-flight checks went normal. Airborne writeups were FMS 1, Elev Trim 1-2 Fail (amber CAS message) and Mach Trim 2 Fail (blue CAS message). The autopilot disengaged during VMO checks and pitched nose down. The autopilot also disengaged from ILS go-around at Green Bay (KGRB).

After low approach from KGRB, Air Traffic Control (ATC) eventually cleared GLF16 direct to RNAV/GPS Runway 30 Initial Approach Fix SUDIE. Flaps 10 degrees were selected at approximately 200 KCAS prior to APESE. Between APESE and ZUMUG (Final Approach Fix-FAF), 20 degrees flaps were selected. During this phase, the PF was adjusting the Enhanced Vision System (EVS) and a discussion about doing a VOR approach rendered a decision to full-stop the GPS due to trim and auto-pilot issues. Approaching glide slope, PF called for the gear down and landing checks. The gear came down with 3 green, no red. PNF also completed before landing checklists except for selecting full flaps to include arming ground spoilers, warning inhibit, pumping up Brakes/Hydraulics/Brake Accumulator to 3000 psi. Additionally, the PNF selected the Landing Mode on the Cabin Pressure Controller. Shortly thereafter, an amber L Hydraulic Quantity Low CAS Message came on inside the FAF. The PF selected the hydraulic synoptic page and noticed the hydraulic quantity decreasing. PF called for flaps full and PNF selected flaps full but no movement of flaps occurred so PNF re-selected 20 flaps. Shortly after, an amber L Hydraulic System Fail CAS message appeared. PNF pulled out the checklist and suggested a go-around. PF decided to land due to significant hydraulic leak and already in a landing configuration below 1000 feet above ground level (AGL) with prior autopilot/trim problems. PNF continued to access the L Hyd Fail checklist and turned on the Aux Pump at approximately 500 feet AGL. Both the PF and NPF thought before landing that they had a good Auxiliary Hydraulic System with normal Spoilers, Brakes, and Nose Wheel Steering.

PF had throttles at idle and landed and felt it took a long time to get the nose down. PF selected right thrust reverser aft and began pressing brakes but felt no braking action and reached for the emergency brakes. PF visually saw the 3000 feet remaining board and decided it wouldn't be enough room to stop so attempted to go-around by advancing throttles to MCT and took hand off the throttles and put both hands on yoke and pushed forward to attempt to minimize drag and hold on runway until flying speed was obtained.

PNF felt there wasn't enough runway to get airborne. PNF saw the throttles up but airspeed was stable at 100 KIAS and did not feel acceleration or see the airspeed start to increase. PNF pulled the throttles back. PNF made this decision to avoid a worst case scenario of a runway departure at an even higher speed just as the engines were finally spooling up. PNF estimates approximately 1000 feet of runway remaining when throttles were pulled back with what felt to be no acceleration from the engines. At this time, PF reached up and deployed right thrust reverser and began steering airplane to the right to avoid obstacles. The aircraft departed the end of runway 30 at approximately 95 KIAS on runway heading near the centerline.

Aircraft veered right and eventually came to a stop after left main landing gear collapsed. Just prior to coming to a stop, PNF selected manual on the cabin

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

Operator/Owner Safety Recommendation

- If PF would have executed a Go Around before landing, that would have given the aircrew more time to go through the extensive checklist.
- After Landing once the PF felt that normal Brakes were not working he could have used the Emergency Brakes and this possibly might have keep the airplane on the runway instead of attempting a go-around.

ADDITIONAL INFORMATION (Please type or print in ink)									
Use this space if addi-	tional space	is needed for any answers.							
I HEREBY CERTIF	Y THAT TH	HE ABOVE INFORMATION IS COMPLE	ETE AND ACCURATE TO THE BEST OF I	MY KNOWLEDGE					
Date of this Report	Signature	and Name of Pilot/Operator							
02/17/2011	Signature:	•							
mm/dd/yyyy		nt Name: JOHN SCOTT WEDEMEYER							
	of Person	Filing Report if Other than Pilot/Operato	or						
11967 1921 132									
Title:									
		FOR NTSB I		T					
NTSB Accident/Incident CEN11FA193	dent No.	Reviewed by NTSB Regional Office	Name of Investigator	Date Report Received					
□ CENTILHIA2		West Chicago, IL	Edward Malinowski	2/17/2011					