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 [C.INFORMATION] Date/Time Crace M.F. Date/Time

BASIC INFORMA	TION			A COUNTY OF THE PARTY OF THE PA		1000 00 1000 00 1000 00	200	
Accident/Incident Loca				Date/Time				
Nearest City/Place:	Hand	Star	te; <u>ME</u>		<i>10 2013</i> L	ocal Time: 🖊	<u> 300</u>	
ZIP: <u>04/02</u> 0				mm/dd/y	ыν та	me Zone:		
Latitude:(c	id:mm:ss N/S) Longitude:	(đd	dimmiss E/W)					
Phase of Operation		_		Collision with 0	Other Aircraft		of In-Fligh	t
Standing Takeoff	(incl. initial climb) 🔲 Cru		Hover Other	☐ Midair ☐ On-ground		Occurren	ice	
Descent Landing			Unknown					ft MSL
AIRCRAETINFOR	RMATION_	am Pagan	TOTAL TO COMPANY OF THE COMPANY OF T		NO GENERAL PROPERTY STREET, CO.			
Manufacturer: <u>C</u>	ssna			Max Gross V	Veight: <u>160</u>	Qibs		_
Model: $C/$	50 D			Weight at Ti	me of Accident/In	icident:/	35 8	7
Serial Number:	1506047	B .			Center of Gravity			
Registration Number:	V4478U	Amuteur-built	Yes	· · · · · ·	0.8 inches f	rom 🔲 nose	or Ædate	1173
(MECONECONO TOTAL CONTRACTOR CONT		·		-01-	Percent	Mean Aerody	***************************************	<u></u>
Category of Aircraft	Type of Airworthiness (Check all that apply)	Certificate	Number of	Seats:	Land	ing Gear	☐ Retra	ctable
Balloon	,	cial	If Large Aircr	aft, how many seats		k any addition guration that		ट बा
☐ Blímp/Dirigible ☐ Glider	STA Normal	· arectarian front		-		ricycle		ailwheel
Grocraft	Utility II	imited Trovisional	1 -	ew:	_ _	•	_	
Helicopter		xperimental		ew:	E	mphibian mergency Flo		ligh Skid kid
☐ Powered lift ☐ U) tralight	□s	pecial Flight	Passenge	rs:	🗀 🗜		□s	
☐ Unkaown		ight Sport			H	uli nknown	L_1 S	ki/Whee!
Type of Maintenance Pr	rogram	Last Inspect	іон Туре	THE TO THE LOCATION OF COMMON TRANSPORT OF THE TOP	Date Last Inspe	ction: 11	-09-2	29/3
Annual		☐ 100 Hour		us Airworthiness		m	m/dd/yyyy	
Conditional (Amateur-bu Manufacturer's Inspectio		AAIP Annual	☐ Condition☐ Unknown	al Inspection	Airframe Total		-15/1	
Other Approved Inspecti	on Program (AAIP)	Co-Annuai		•	hours measure			hrs
Continuous Airworthines Other, specify:	55				Last Inspe	ction (conserve	ime of Accid	ient/Inci dent
IFR Equipped		Stall Warnin	g System Inst	alled	Type of Fire Ex	tinguishing	System	
☐ Yes ♥️No ☐ Unker	101411		o Unknow		¢⊠None			
			****		Specify			
				<u> </u>		-	NIIH	
	LT Activated Yes ☑No	ELT Manufa	eturer:	Pointel 200				
✓ Yes □ No □	Yes <u>b4-1</u> %o	Model/Series	<u>3</u>	QQ Q				
ELT Aided in Locating.	Accident/Incident	Serial Numbe	er:	29285	-			
Yes Ves		Battery Type	::	-1030	Batte	ery Exp. Da	rte: DeC	2014
Engine Type	Reciprocati	ng Fuel P	ropeller					
Reciprocating Turi			70mm + m	Namufaa	turer: MCC	1.		
	bo Fan Carburetor mown Fuel Inject		ÆFixed Pitch] Controllable Pi		MCM/ TA	105		
ON THE REAL PROPERTY OF THE PR	······································			TYLOGEI.	Engine Rated			T
					Power Measured		Time	Time
	Engine	Man	u facturer's	Date of Mfg.	as (checkone) (Z Horsepower o	Total r Time	Since Inspection	Since Overbani
Engine Engine Manufactu	rer Model/Series	Seria	al Number	mmiddiyyyy	1bs of Thrust	(honrs)	(hours)	(bours)
Eng. 1 Continental	0200	28	354-1-1]	100	62589	5.6	1810,0
Eng. 2								
Eng. 3								
Eng. 4	<u> </u>							

IOWNER/OBERATOR/INFORMATIC		Tariba				
Registered Aircraft Owner		Owner Address				
Name: Willord & Andrew S	<u> </u>	City: _h/halham	· 04062			
Fractional Ownership Aircraft: Yes ANO		State: ME ZIP Country: (15 A	· <u> </u>			
Operator of Aircraft Same As Register	ed Owner	1	FSame As Registered Owner			
Name:	Their Bridge Av.					
Air Carrier/Operator Designator (4 Character Coo	ie):	City: State: ZIP Country:				
Regulation Flight Conducted Under		Revenue Sightseeing Flig	lit			
### FAR 91	☐ Yes Air Medical Flight ☐ Yes	Ø-3% ☑-1%				
Purpose of Flight	Revenue Operation		-			
for FAR 91, 103, 133, 137 (Select one)	for FAR 121, 125, 129, 135 (Select one)	Type of Commercial Ope (Check all that apply)	eraning Ceruncate Helo			
Personal Business Executive/Corporate Other Work Use Instructional Ferry Positioning Acrial Application	Scheduled or Commuter Non-Scheduled or Air Texi Domestic or International Domestic International	CF Trone Flag Carrier Operating Cet Supplemental Air Cargo Foreign Air Carriers (129) Commuter Air Carrier (13: On-Demand Air Taxi (135) Large Helicopter (127)	5)			
Aerial Observation Air Drop	Cargo Operation	Rotorcraft External Load (133)			
Air Race / Show	Passenger/Cargo PassengerHow many?	or - Agricultural Aircraft (137)				
☐ Flight Test ☐ Public Use	Cargolbs	Other Operator of Large A				
Unknown	· · · ·					
OTHER AIRCRAFT COLLISION (" "				
			lage to Other Aircraft estcoyed			
Registered Owner of Other Aircraft			AND THE PROPERTY OF THE PROPER			
First Name: Middle Initial:	City:State:	ZIP:				
Last Name: Pilot of Other Aircraft	Country:					
First Name:	City:		j			
Middle Initial:	State:	ZIP:	""-"			
Last Name:	Country:					
MECHANICAL MALEUNCTION/FAIL	2URE (If more space is needed continue o	n separate sheet)	romatika katigalan pro-orang salah katiga			
- Wise thous Blocksniss Blatfoustion/Esilves - 1						
Of yes, list the name of the part, manufacturer, part no., of	Yes ANO Unknown serial no., and describe the failure.)		Total Time/Cycles On Part			
			On Part			
			On Part Hours Cycles			
			On Part Hours			
			On Part Hours Cycles Time Since This Part			
			On Part Hours Cycles Time Since This Part Inspected/Overhauled			
	serial no., and describe the failure.)		On Part Hours Cycles Time Since This Part Inspected/Overhauled			
(If yes, list the name of the part, manufacturer, part no., t	ERPROPERTY ire Both Ground and In-Flight Unknown Origin		On Part Hours Cycles Time Since This Part Inspected/Overhauled			

Description of Damage to Aircraft and Or 18 inches of Wir at the Toniling edge 30d Rib in to tip	ther Property (use addi	itional sheet if i	inecessary) R	BLT WI	19 +3P	and outer
18 inches of wir	g leading ed	rge i	anglina)	in board	to Ap.	ox 3ft in
at the Touiling edge	orter lower	ckîn c	democael	uppel sa	cins da	maged from
ad Rib in to tip	Allen-n	1 - L	ار دولت ب	. 00		J , , ,
3- 4,5 // / / / / / /	· MIEGON	Denti	, '			
AIRPORT INFORMATION Tittle	accident/incident occu	rred on appr	oachi-takeofi o	-within 3 miles	of an airpoi	t, complete this section)
Airport Identifier:	_	_	Distance From	m Airport Cen		(<u>)</u> SM
Airport Name: fortland Ma	he.		Direction Fro	m Airport:	1800	degrees MAG
Proximity to Airport 🔲 Off Airport/Airstri	p 🔲 On Airport 🖼 🤇	On Airstrip	Airport Eleva	ition:	6.3	ft. MSL
Approach Segment (Selections)						
☐ On Instrument Approach ☐ Landing ☐ Crosswind ☐ Downwi		leg Approach	□ F □ A	'inal Aborted Landing (after touchdow	☐ Go Around vn)
IFR Approach (Check all that apply)			VFR Approac	h (Chackell th		
☐ None ☐ PAR ☐ ADF/NDB ☐ Sidestep		Practice GPS	None Traffic Patter	'n		op and Go outh and Go
SDF 💆 ILS	🖺 asr 📋	Loran	Straight-In			mulated Forced Landing
□ VOR/TVOR □ Localizer Only □ VOR/DME □ LOC-back course	☐ Visual ☐ ☐ Contact	Unknown	☐ Valley/Terrai ☐ Go Around	n Following		orced Landing recontionary Landing
TACAN BRNAV	Circling		Full Stop			nknown
Runway Information	100 11	~~			•	(Check all that apply)
Ranway ID: 18 (L/R/C) Length: 6	<u> /0 0</u> ft Width: <u>/</u>	> <u>//</u>ft	E Dry ☐ Holes		-Compacted -Crusted	 Water-Calm Water-Choppy
Runway/Landing Surface (Checkall that as			Ice Covered	Snow	-Dry	Water-Glassy
cZ-Asphalt ☐ Grass/Turf ☐ Macad	lam Water Wood Unknown		Rough Rubber Depo	∏ Şnow sits ∏ Soft	-Wet	□ Wet □ Unknown
Dire Ice Snow	WOOD CHRIOWE		Slush Covere	d 🗍 Veget	ation	
ELIGHTHINERARYINEORMAT	ION ALL MARK		illigings Sugaranta (1911) il disesso il disesso Sugaranta (1911) il disesso il di			
- /1	Time of Departure	Destination				t Plan Filed
Airport ID: VIJ M	Time: 12.00	Airport ID: _	<u> 385 </u>		☑None ☐ Company	□ VFR/IFR VFR □ IFR
City:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Tine(-	☐ Military \	
-/	Time Zone:	State:	M2-	<u> </u>	□ VFR Activated?	☐ Yes ☐ No
		Country:	USA		Activated	☐ 157 ☐ 1/40
Type of ATC Clearance/Service (Check all ☐ None ☐ Special VFR	<i>that appty)</i> ☐ Special	IFR		R Flight Followi	inσ	Cruise
✓ VFR ☐ IFR	Ŭ VFR O			affic Advisory		Unknown/NA
Airspace where the accident/incident occu				_		
Class A Class E Class G	=	bited Area icted Area		Jet Training TRSA	Area	Special Air Traffic Control Area
dada C ☐ Demo Area	Milita	ary Operations		FAR 93		Unknown
Class D Warning Area		ort Advisory A	rea			
Aircraft Load Description (Check all that ap	op(y) . □ Parac	hutists		Livestock		
Passengers Towing Banner	☐ Wate	r		Unknown		1
☐ Cargo ☐ Other External	☐ Cheir	ncal/Fertilizer/	/Seeds 50500coccommiss/comm		National management	เราะบางสามาเล่าสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามารถสามาร
77 bar 1101 bar 1000 1600 1600 1600 bar 1600 1600 1600 1600 1600 1600 1600 160		Martin (27) (14) (15)	The state of the s	Contract the decrease of the contract of the c	A COMPLETE BOTTOM (1914) (1914	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Fuel on Board at Last Takeoff (convert from pounds, as necessary)	Fuel Type	115/145	[□ JP 3	[T] Othe	er, specify	1
Fuel on Board at Last Takeoff	Fuel Type 80/874100 Low Lead [115/145 Jet A.	□ JP3 □ JP4 □ JP5	Cotto	er, specify	
Fuel on Board at Last Takeoff (convert from pounds, as necessary) 22, 5 Gallons	Fuel Type 30/87		<u></u>	Cotto	er, specify	VARIATE NATIONAL TO THE REST.
Fuel on Board at Last Takeoff (convert from pounds, as necessary)	Fuel Type 30/87	☐ Jet A.	<u></u>	□ Oth	er, specify	······································
Fuel on Board at Last Takeoff (convert from pounds, as necessary) 22, 5 Gallons	Fuel Type 30/87	☐ Jet A.	<u></u>	Coth	er, specify	
Fuel on Board at Last Takeoff (convert from pounds, as necessary) 22, 5 Gallons	Fuel Type 30/87	☐ Jet A.	<u></u>		er, specify	······································

EVACUATION OF AL	KERAET	n - milatori Tulin isida Milatoria	antique property (1) (1)	A CONTROL OF THE PROPERTY OF T		
Was an emergency evacuati	on of the aircraft	performed	? 🔲 Yes	5 5 No		
Method of Exit - Describe he	ow the occupants	exited and h	ow many occi	upants evacuated eacl	location	1
	•					
WEATHER INFORMA	THON A CHAT	E-Arcelli	ENDVINGE	DENIT STATEMENT	San Alexander (1982) (1984) (1984) (1984) (1984) (1984) (1984) (1984) (1984) (1984) (1984) (1984) (1984) (1984)	
Weather Observation Facili				eather Information	A Direct Operational Control (ACC) (Method of Briefing
Facility ID:	<u> </u>	_	(Check all that			(Check all that apply)
Observation Time:		_	□ National W □ Flight Servi □ TV/Radio	eather Service ce Station	☐ Company ☐ Military	☐ In Person ☐ Teletype
Time Zone: Eastel h	_	1.	TV/Radio Automated	Report	☐ Internet ☐ Unknown	☐ Telephone/Computer
Distance from Accident Site: Direction from Accident Site:		VM ees MAG	Commercial	l Weather Service (DUA	.T\$)	TV/Radio Unknown
Briefing Type/Completeness			Light Condit	ion		Visibility
□ Fuli	Abbreviat	ed '	☐ Dawn	Dusk 🔲	Dark Night	
Partial / Limited By Filot Partial / Limited By Briefer	☐ Unknown Not Pertin	ent ú	⊿ Day	∐ Night	☐ Bright Night ☐ Not Reported	miles
Sky/Lowest Cloud Condition		Ceiling			Restriction to Visibility	(Check all that apply)
/⊠.Clear ☐ ☐ Few ☐	Thin Broken Thin Overcast	None (c		Obscured Indefinite	□ None □ Blowing Dust	☐ Fog ☐ Ground Fog
Partial Obscuration	Unknown	Broken Overcas	i.t	Unknown	☐ Blowing Sand ☐ Blowing Snow	Haze
Lowest Cloud Condition Hei	<u>oht</u>	Ceiling H	eight		☐ Blowing Spray	Smoke !
	n AGL			ft AGL	Dust	☐ Unknown
Wind Direction	Wind Speed		Wind	Gusts	Type of Turbulence (C)	neck all that apply)
☐ Indicated:	Velocity: 6	KTS	Velocity	:KTS	Mone ☐ In Cl. ☐ Clear Air ☐ Vicin	ouds sity of Thunderstorm
degrees MAG	-or- □ Caim		Gust	īna.	Severity of Turbulence	•
☐ Variable	Light and Vari	able	/ Not (Gusting /	☐ Extreme ☐ Mode	rate 🛄 Light
310 T 1 3 5 T 1 3 7 T 1	A T T A A T T T	F Y T X X X X X X X X X X X X X X X X X X	Nove			rate Chop
NOTAMs (D, L and FDC)	, aikme is, si	KGIVIII I S, I	rikursin e	anect at the time of	the accident/incident	
NONC						
						·
					•	
	Id	ing Forecas	ŧ		Type of Precipitation	m. (Check all that apply)
Temperature:(C)	ي ا	Amount 1 None	☐ Moderate	Type □ Rime		Drizzte I Ice Pellets
Altimeter Setting:ir		Trace Light	Severe	☐ Clear ☐ Mixed	☐ Snow [Snow Pellets
or <i>N</i>	1B				—— Rain Showers [Snow Grains Lice Crystals
Density Altitude:	·············	ing Actual		<u>Ty</u> p e	1 = 1 1 -	☐ Ice Pellets Shower ☐ Freezing Drizzle
Dew Point:(C) or(F)		None Trace	☐ Moderate ☐ Severe	∭ Rime ∐ Clear	Intensity of Precipit	
		Light	·	Mixed	· _ ·	derate Heavy
					•	

I don't have the Atis 6
info to fill this out but Timothy Monville Pulled it up can be
fill this in thanks

RILOT "A#INFORM				APA CONTRACTOR						
Pilot "A" Responsibilities a		dent/Incider [] Flight Inst] Check Pilo	t 🗍 Flig	ht Engineer	☐ Other	Flight Crew		
Pilot "A" Identification	Λ					. (1)		100001100011000 0510110010510510510510510510510510510510	N. C.	
First Name: 1 1 1 466	A -				City:(Lindha	<u>ra</u> ZIP: 040	06 Z		
Last Name:	Jrews				Country:	US A				
Age at time of Accident/Inci	dent: <u>47</u>	Date of Birth	n mm/dd/y	עעע	Certificate l	Number				
Degree of Injury None Fatal Minor Unknown Serious	Seat Occupied Left Right Center	Front Rear Single	☐ Unkno	wn [Seat Belt Seed Available		No No	Shoulder I Used Available	Harness	□ No
Pilot Certificate(s) (Checka □ None □ Students □ Flix TEXTPrivate □ Flix		☐ Recreati	onai	Comm	ercial : Transport] Flight Engi] U.S. Militar		☐ Forcign	
Principal Occupation	Medical Certificate None ØC Class 1 D	,	e (Sport Pilot	n de	Aedical Cer Without lir With limits Unknown	rtificate V	alidity	Date of I	ast Medica 5-20	1.4
Medical Certificate Limitat	i									
Medical Certificate Waiver										
Date of Last Flight Review			eview Airo							
or Equivalent, Including FAR 121/135 Checks:		_ —	Cessi		50	1 -				
	mm/dd/yyyy	Model: _	<u> 157</u>	•			velSi on			
Airplane Rating(s) (Check all that apply) None (ESSingle-Engine Land Single-Engine Sea Multiengine Land Multiengine Sea	Other Aircraft & (Check all that appl. None Airship Free Balloon Gilder Gyroplane Helicopter Powered Lift			pter		(Check all None	or Rating(s) that apply) se Single-Eng- se Multi-Engi- ane ad Lift	ine 🗀	Instrument Instrument Helicopter Glider Sport	- :
Type Ratings						Student l	Endorsemei	its (Include a	lates)	
									المناسخة الم	
	majanannananan manananananiga tanata									
enter appropriate number of hours in each box)	1 1	is Make Model	Airplane Single Engine	Airplane Multiengin	e Night	Inst Actual	rument Simulated	Kotoreraft	Glider	Lighter Than Air
number of hours in each box) Total Time	Aircraft &	is Make Model	Single Engine				· · · · · · · · · · · · · · · · · · ·	Kotorerast	Glider	
number of hours in each box) Total Time Pilotin Command (PIC)	Aircraft &	is Make Model	Single Engine		e Night		Simulated	Kotoreraft	Glider	
number of hours in each box) Total Time Pilotin Command (PIC) Time as Instructor	Aircraft &	is Make Model	Single Engled O 6	Multlengin	e Night		Simulated	Kotorerast	Clid er	
number of hours in each box) Total Time Pilot in Command (PIC) Time as Instructor This Make/Model	Aircraft 8	is Make Model	Single Englise 106	Multlengin	e Night		Simulated	Kotoreraft	Glider	
number of hours in each box) Total Time Pilotin Command (PIC) Time as Instructor	Aircraft 8	ds Make Model	Single Engled O 6	Multlengin	e Night		Simulated	Rotorerast	Glid er	

PILOT#B" INFORM				ing grants in the					pullation of the second	
Pilot "B" Responsibilities :				-						<u> </u>
☐ Filot ☐ Co-Pilot	Student Pil ot	Flight.	Instructor	Check Pilot	☐ Fligh	it Engineer	☐ Other	Flight Crew		
Pilot "B" Identification										
First Name:				Cit	y:					
l Middle Initial:				Sta	ife:	2	ZIP:			
Last Name:					untry:					
Age at time of Accident/Inc	ident:	Date of B	irth:	Co	rtificate P	Number:				
Degree of Injury	Seat Occupie	ed.			t Belt			Shoulder I	Iarness	TT THE WARRENCE OF
None Fatal	Left	Front	Unknows		4	☐ Yes	_ No	Used	Yes Yes	∏ No
☐ Minor ☐ Unknown ☐ Serious	☐ Right ☐ Center	∏ Rear ∏ Single		Ava	ilable	Yes	_, No	Available	Yes	□ No
Pilot Certificate(s) (Checha			t				3			
□None □Stu	dent	☐ Recra	sational	☐ Commerci	i.ai.		Flight Engi	neer	☐ Foreign	
🗖 Private 🔲 Fli	ght Instructor	Sport		Airline Tr	ansport		U.S. Militar			
Principal Occupation	Medical Certific	cate		Med	dical Cer	tificate Va	lidity	Date of L	ast Medica	rl
☐ Pilot		Class 3	ZC TNI			itations/wai				
Unknown] Unknown	ense (Sport Pilot	ioniy)	with sanna: Jakaowa	tions/waiver	.2	mm/dd/	יבעענע'	
Medical Certificate Limita	tious									
Medical Certificate Waiver	rs									
•										
Date of Last Flight Review		Fligh	t Review Airc	raft						
or Equivalent, Including FAR 121/135 Checks:		Make								
	mm/dd/yyyy	Model	Ŀ							
Airplane Rating(s)	Other Aircra	ft Rating(s)	Instrum	ent Rating(s)		Instructor	Rating(s)			
(Check all that apply)	(Check all that c	<i>ιρρ(</i> ιγ)		l that apply)		(Checkall th	at apply)			
☐ None ☐ Single-Engine Land	None Airship		None Airpla			None	Single Design		Instrument A Instrument H	
Single-Engine Sea	Free Balloon	ı	Helico	ne pter	1 1	Airplane	Single-Engir Muiti-Engin	e 📆	instrument in Helicopter	encopter
Multiengine Land	🔲 Gli der		Helico	edLift	1	Corrector	_	77	Glider	
Multiengine Sca	☐ Gyroplane ☐ Helicopter					Powered	Lift	1	Sport	
	Powered Lift	t								
Type Ratings					1 :	Student Er	ndorsemen	ts (Include de	ztes)	
;										
TOTAL DA COLOR			Airplane		Ţ	In ou	rament	7		
Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Single Engine	Airplane Multiengine	Night	Actual	Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	22.10.02	40 1/40/4	Engine	in tarring and	****	Actual	Simenaced	240101010111	V384-01	1 (11)
Pilot in Command (PIC)	armir uraunrimminiminiminiminimini	.,,,,,,,,,					·			
Time as Instructor			<u></u>							
This Make/Model		aj og sjærek aske	Neta Kawa	escable veravace (***************************************			30323236		
		and a complete of the attention			1					
Last 90 Days	}				1	1	1	1		1
Last 90 Days Last 30 Days										



additional flighterew me	MBERS (Exclusive of Cabir	ı ettendants, complete tiv	e following inform	ation):	TREE CONTROL OF THE PARTY OF TH
Pilot Name and Address		······································		Degree of I	
First Name:	City:			None Minor	☐ Fztal ☐ Unknown
Middle Initial: Last Name:	State: Country:	ZIP:		Scrious	terminal control control
Pilot Certificate(s) (Check all that apply)	TIII.		_	Seat Occur	vied
	creational Commercial	🔲 Flight Engineer	☐ Foreign	☐ Left	Front
Private Flight Instructor Spe	ort 🔲 Airline Transport	☐ U.S. Military		☐ Ríght	Rear
Type Rating/Endorsement for	Total Flight	Time at the Time	4	Center	□ Single □ Unknown
(Control of the control of the contr	No of this Accid	lent/Incldent:	hrs		(m) (q) pri er) jeun (ĝi i tri typoljek) prij i ki il 1 i ori ki kiola g kiolari ne
Pilot Name and Address				Degree of I	
First Name:	City:	ZIP:		☐ None ☐ Minor	∏ Fatai ∏ Unknown
Middle Initial:		ZIP;		Serious	Canada
Last Name: Pilot Certificate(s) (Check all that apply)			B	Seat Occup	ied
☐ None ☐ Student ☐ Rec	creational 🔲 Commercial	Flight Engineer	Foreign	☐ Left	☐ Front
Private Flight Instructor Spo	ort 🔲 Airline Transport	U.S. Military		Right Center	Rear
Type Rating/Endorsement for Accident/Incident Aircraft?	☐ No Total Flight of this Accid	Time at the Time lent/Incident:	hrs		Single Unknown
Pilot Name and Address	Nationalisationus de la company de la compan	mente mente presenta esta esta esta esta esta esta esta es	ATTOCK ATTOCK AND	Degree of I	ujury
	City:	MINE MI	*	☐ None	☐ Fatal
First Name: Middle Initial:	State:	ZIP:		Minor Serious	Unknown
Last Name:	Country:				
Pilot Certificate(s) (Checicall that apply)				Seat Occup	
	creational Commercial ort Airline Transport	Flight Engineer U.S. Military	∏ Foreign	Left Right	Front Rear
		Time at the Time	BOARDON PORTOTO A PROPOSO A PROPOSO PORTO POR PROPOSO POR PROPOSO POR PROPOSO POR PROPOSO POR PROPOSO POR PROP	Center	Single
- 4WY E-31MW 6 BUILDESPIREBILL TOL	2/41	I IIII C 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	Unknown
Type Rating/Endorsement for Accident/Incident Aircraft?		lent/Incident:	hrs	1	
Accident/Incident Aircraft? Yes	No of this Accid	***			
Accident/Incident Aircraft? Yes	No of this Accid	***	ate sheet if neces		
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INARRATIME HIS TORY OF FLIGHT (Researcy per or printing link)

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.

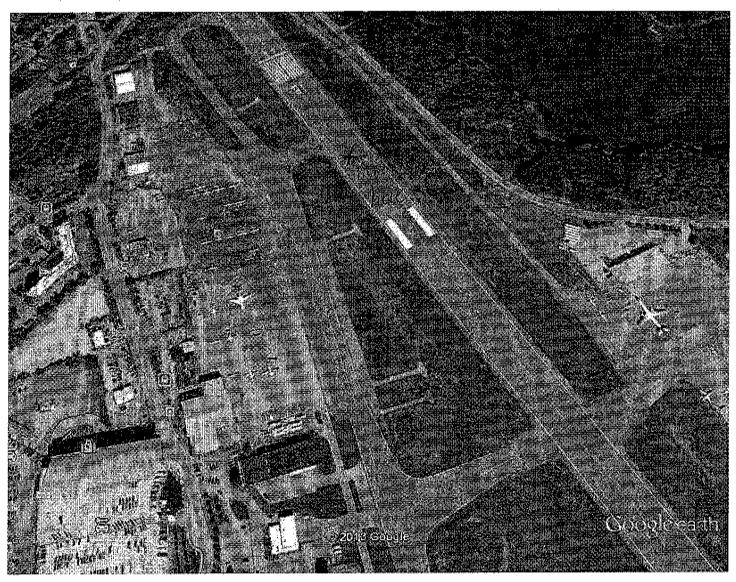
November 30 2013 I arrived at PWM at around 11:30 and pre flighted and fueled to near full N4478U. I planned to fly to 3B5 and return to PWM within an hour or two. I checked the local weather before coming to the airport and it reported clouds moving in later in the day with a chance of flurries. I did a run up on the northeast air ramp and checks then listened to atis called for a squak code and was cleared to taxi to 11 run up area. I taxied to the run up area did pre take off checks and got clearance to take off. Departed 11 normal good climb all good. I looked around and noticed the clouds already close over the ocean and decided not to go to 3B5 due to possibly getting stuck there. I called the tower and told them of my change in plans and they cleared me for 11 to land. When I was half way between the end of 18 an 11 the tower called back and gave me the option to take 18. I told him I would have to turn a few times to lose the altitude but would take it and her cleared me to 18. The wind favored 11 but was not beyond what I had done before. I held a little left wing low to compensate and the approach was normal 10 than 20 degrees flaps on final may be 60 mph over the fence. I tend to land on the first usable part of the run way. I did most of my training at 3B5 so you learn to put it down on the end and not use a lot of run way unless you need it.

I started my flair for a full stall landing and as I was about three foot off the ground the left wing lifted abruptly and I turned the aileron into it and the aircraft yawed left. I am not certain if I did not put in enough right rudder or if at that point I was too slow and the rudder was too low to be affective. The yaw brought the right main too far forward so it was not in line with the run way and when it touched it turned the plane to the right vary fast the right wing contacted the ground and the plane bounced back on the mains but I was facing the opposite direction. I shut down the plane got out checked the damage and the prop found the prop did not hit the ground saw the tip of the wing bent up slightly got back in called the tower and taxied back to the maintenance hangar.

Operator/Owner Safety Recommendation I should have continued the pattern and Landed on II. and Not Taken IS as affected by the tow. Since the incident I talked with a pilot that flies of Rum and he had told the about the Asea that the Wind Comes down the fore giver and the apen Asea of Trees that Causes a sudden 90° cross wind, the wind was favoring II which would put the wind down the fore giver and come through this Asea. I google earthed the firm way and giver and it does make more sense of what happened. If I had know I could have Landed a little long and not get the flame in the fair in this Asea.

any Questions Please Call.

ADDITIONAL I			ase type or print in ink; any answers.					***
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Google earth feet meters 300

The x on the Gun way is where my Plane stopped

The wind was coming down the Giver, the banking to

the Giver drops off sharply so the Area of less

Trees becomes quite an opening for the wind to

Come through. This is what the Pilat explained to

Me about this Area.