		 T	NATIONAL PILOT/OPEI This form To Be Involving Co	TRANS RATOR A Used Fo ommercia	PORT AIRCR or Rep al and	FORM API ATION SA AFT ACC orting Civ General	PROVED FOR FETY BO DENT RE II Aircraf Aviation	DR USE	THROUGH T dents ft	7/31/96 BY O	VB NO 3147-0001
Location	<u> </u>									<u> </u>	<u> </u>
Nearest City/Place	e, State,	Zip Code		Date of A	Acciden	t	Local Time		Zone	Elevation At	Accident Site
Lakeland.	Flor	ida		4/5	10 Z		15:00	LOON	Easton		Feet MSL
If The Accident Oc	curred Or	n Approac	h, Takeoff or Within 3	Miles of A	n Airpo	rt, Complete	The Followir	ng Inforr	nation		
Proximity To Airpo	ort										
1.2 On Approach			3. Within 1/2 Mile	Э		5. Within 1 Mile 7. Within 3 Miles					
2. Within 1/4 Mil	e		4. Within 3/4 Mile	.		6. Within	2 Miles		8.🔾	Beyond 3 Mil	es
Airport Name			Airport Ident		Runway	y/Landing Su	face Condit	lions:			
Lakeland			LAL		1521 D	irection: <i>ive</i>	প 3.©য়া ∡িয়	Width: Surface	75ft	5.8 Condition	on: Pry
Phase Of Operation				I				ounace	4sphalt		
1. Standing	3	Takeo	ff 5.🗋	Cruise		7.29 Ann	oach	٩		anouvor	
2. Taxi	4	. Climb	6.	Descent		8. 🖵 Land	ling	10	. Altitude Of	In-Flight Occurren	AG 4 ce <u>80 100</u> Feet M91
Aircraft Informatio	n						-				
Registration Mark		Aircraft	Manufacturer		Aircraf	t Type/Model		Serial	Number		Cert Max Gross W7
N5293H		Pin.	٥,		PA.	16 (1.	Λα.	11	, - 97		1650
Type Of Aircraft		<u>i ipe</u>	Y		Type O	t Alrworthin	per Se Cartifia	ate	15		
1.51 Airplane		5.0	Blimo/Dirigible		1.1284 Nr	vmal	ss gerund	sne	Restricted		Amateur Built
2. Helicopter		6.0	Ultralight		2.0 Ut	ility		6. Limited			
3. Glider 4. Bailoon		7.LJ 8.CJ	l Gyroplane i Specify	l.	3.🖵 Ac 4.🗋 Tra	robatic		7.U E 8.D S	Experimental Specify		
Landing Gear						<u></u>			,poon,j		No. Of Seats
1. Tricycle—Fixed 2. Tricycle—Retra 3. Tailwheel—Fixe	1.□ Tricycle—Fixed 4.□ Tailwheel—Retracta 2.□ Tricycle—Retractable 5.□ Tailwheel—Retracta 3.■ Tailwheel—Fixed 6.□ Amphibian				able able Mai	ble 7. Skid ble Mains 8. Limited 9. Specify					Flight/Cabin Crew_2 Pax_2
Stall Warning Syst	em insta	illed	IFR Equipped	Engine	Туре						
1. Yes 2. No			1.□ Yes 252 No	1.18 Rec 2.0 Rec	iprocatir iprocatin	igCarburetor gFuel Injected	3. 1 4.	l Turbo P I Turbo J	Prop let	5 (5. Turbo Fan 3. Turbo Shaft
Engine Manufactu	rer		Engine Model/Seri	es		Engine Rate	d Power		Type Of Fi System Us	re Extinguish ed	ing
Ly coming			0-235-CI	1		1 <i>108</i>	_ Horsepow	er t	2.Specify		<u> </u>
Engine(s)	Date of	Mfg.	Mfg. Serial No.	Total	Time		Time Sin	ice Insp	ection	Time Since	• Overhaul
Engine No. 1	\square			44	1090	Hour	3 11	/2	Hours	152	5 Hours
Engine No. 2	\mapsto	\leftarrow				Hours	s 		Hours	i -	Hours
Engine No. 3		\rightarrow	$ \rightarrow \rightarrow$			Hours	j	·	Hours	•	Hours
Type Of Maintenan	ice Prog	ram	Type Of	Last Insp	ection		<u></u>	Date L	ast inspectiv	n Performed	Hours
153 Annual			1.2 Anr	nual				4/	4/01		(M/D/Y)
3. Other Approved I	spection Pr Inspection	rogram Program(A	2.↓ 100 (AIP) 3.□ AAI	Hours				Time Sir	ice Last Inspe	ction	Hours
4. Continuous Airwo	orthiness	3 (4. □ Cor	ntinuous Airv	worthines	ss		Airframe	Total Time	,	Houro
Emergency	ELT	Manufact	urer	Mod	el/Seri	 95	Se	rial No	mber	Ratter	v Date
Locator	Em	evgences	Dencon Coro		BB~ 8					(M/D/Y)
(ELT)	Swit	chi 7 On o⊓	Off 3 K Armad		Oper	rated				ident Locatio	on
Dental 101							ر 		res 2.		·······
negistered Aircraft	t Owner	Jores	Ŷ		Addr	ess		x7 .	7/ 400		
> reprod	~ 1	1216	<u> </u>	<u></u>	A	<u> </u>	<u>m / / / / / / / / / / / / / / / / / / /</u>	<u> </u>	19130		
Uperator Of Aircraf	tarad O	nor			1925	Address					
2. Name	terea OW	1161			2						
3. DBS:											

NTSB Form 6120.1/2 (11/87) This Form replaces NTSB Forms6120.1 (rev. 10/77) and 6120.2 (Rev.10/77)

Owner / Operator Informa	ition (cont.)	l.										
Operator (Certificate Numb	er) C	perator Des	signator (4 Le	etter De	signator)				<u> </u>			
Purpose Of Flight And Ty	pe Of Operation	ation			0					40 404	405 40-	
Regulation Flight Conduct	tor Under	-0	FAD 400		Coperato FAR12	r Authority	FAI	2 1 2 2		AH 121, Ievenue	125, 127 Operatio	′, 129, 135 on≪
1.2 FAR91 (only) 4.	FAR 121 FAR 125	8.0	FAR 133		1. 🖸 D	omestic	6.0	Rotorcraft		1. 🗆 Sc	heduled	
3. G FAR 103 6. G	FAR 129	9.🗆	FAR 137		2.0 Fl	ag	Ext	ernal Load	-	2.0 No	n Schedi	uled
Purpose of Flight	_	_			3.4 5	upplemental	FΔI	3125		3.Ц Do 4 □ Int	mestic	
1.23 Personal	6. Aerial Observation				FAR 13	5	7.0	Large Aircra	aft	5.0 Pa	ssenger	4
3. Educational					4.00	n Demand				6. 🗋 Ca	rgo	
4. Executive/Corporate	9.0	Ferry			5. U	ommuter	641 8.	Foreign		7. Speci	ry	
5. Aerial Application	10.	Positionir	ng	Receiver for ever				-				
Pilot Information										<u></u>		
Pilot Name D		Pilo	ot Certificate	NO.		Address.	han	7 7	115-0		_ Natio	nality
Stephan 1	erce						mam	1 10	420		- <u> </u>	5.4
1 D. Student	3 🗆 C	Commercial		5 🗋 E	light loet	uctor	7 🗋 א	lilitary		a 🗆 ,	lanc	
252 Private	4.CI A	Virline Transı	port	6. 🖵 F	light Eng	ineer	8.0 F	oreign		9. r 10.Spe	vone cifv	
Bating (s)				In	strumen	Rating (s)		nstructor Ba	ting (s)			
1. None	6.	Helicopte	r	1	Non	e	1	A None		6.🗆	Instrume	ent Airplane
2. Single Engine Land	7.	Glider			2. 🗋 Airp	ane	2	. Airplane	S.E.	7.0	Instrume	nt Helicopter
3. Single Engine Sea →	8.4 9.1	J Free Ballo	noc			copter	3	. Airplane	M.E.	8	Ground	Instructor
5. Multiengine Sea	10.0	Gyroplan	e				5	. Glider	i I	9.44	Specily_	
Type Batings/Student Endorsements Date Of Biennial Flight Review BFR Aircraft												
				or	Equival	ent (M/D/Y)		1. Make	r	0 r		
					<u> 7-3</u>	5-01		2. MOUE	۹ /	A 16		
Medical Certificate		Date Of La	ast Medical	l	imitatio	ns Naw	e	46 Sal	11	Date	Of Birth	(M/D/Y)
1. None 3. C	ass 2		7 00 - 1		Waivers	7000			//			le
	ass 3	Nou. =	s at of								<u> </u>	5.)
Degree Of Injury	Seat Occu	pied			Person A	t Controls	At Time O	f Accident		Se	at Belt A	Available
1. None	1. Seft	4.L			1.2 Pilot In Control 4. Non-Pilot 132 Yes							
3 Serious	3. Cente	er Si.			2.L. Sec 3 D Bott	ond Pilot	5.01 1	lo One		2.0	L No	
4. Fatal				·								,
Seat Belt	Shoulder I	larness	Shou	ilder Ha	arness		Source	Of Pilot Flig at Logbook	ht Time Ir	Iformati	on	
				I Voc			2. Op	erators Estim	ate	5.221 Sp	ecify not	bok
	2.524 No		2,8	No			3. 🖵 FÁ	A Records		Ă	C Log	
		This Make	Airplane	Air	plane		Inst	trument			E	Lighter
Flight Time	All A/C	& Model	Single Engine	Multi	iengine	Night	Actual	Simulated	Rotorcr	aft C	ilider	Than Air
Total Time	1336	1086	1336		<u>~</u>	87	Ø	6				
Pilot In Command (PIC)			ļ				ļ					
Instructor							 					
This Make & Model		A *		2-	A-	5*		A		an that	<i>10</i> 7	
Last 90 Days	43	26	43		<u>Ø</u>	6	Ø	ß				
Last 30 Days	37	26	31		<u>U</u>	·····						
Last 24 Hours	8	<u> </u>	7		<u>v</u>		1 9	X			yya, isak	
Second Pilot Information		The of t			<u> </u>	<u></u>					<u> 200 - 100 </u>	<u> </u>
Second Pilot Responsibilities At the time of Accident												
Pilot Name		Pilo	t Certificate	No.		Address .	••••••				_ Natio	nality
											-	
Certificate (s)	_											
1. Student	1. Student 3. Commercial 5. Flight Instructor 7. Military 9. None											
Z. FIIVale	4. L I A	white frans	5011	Jun F	agni Engl		0.CI F	oreign		iu.spec	агу	

Second Pilot Informatio	n (cont.)							0.000						
Rating (s)					Inst	ument	t Rating (s)		Inst	tructor Ra	tina (s)			
t. None	6.	Helicor	oter		1.0	None	e		1.0	None		6 🗋	Instrum	nont Airplace
2. Single Engine Land	7.	Glider	- 11		2.	2. Airplane 2. Airpla				Airplane	S.E.	7.0	Instrum	ent Helicopter
4. Multiengine Land	a. 9.	I Free B	alloon		3.4	3. Helicopter 3. Airplane M.E. 8. G					Ground	Instructor		
5. Multiengine Sea 10. Gyroplane									5.0	Glider	ər	9.	Specify	·
Type Batings/Student En	dorsement		·		Date	Of Bie	ennial Flio	t Revie	N	BER Aire	raft			
- The Light Cline Sements						quivale	ent (M/D/Y)		Ŧ	1. Make				<u></u>
Medical Certificate		Date O	f Last Me	dical	Lin	nitation	15					Date)f Birth	(11/0/00)
1. None 3. Class 2 (M/D/Y)												Jours	21 DIL	
2. Class 1 4. C	lass 3				Wa	lvers		_			-			
Degree Of Injury			Seat Occ	upied		- ~				_		Sea	at Belt	Available
1.0 None 3.0 Serious 1.0 L 2.0 Minor 4.0 Fatal 2.0 F			2. Righ	nt		3.u 4.u	Center Front		5.4	⊿ Rear		1.C 2.C)Yes No	
Seat Belt	Shoulder I	larness		Should	er Harn	ess								<u> </u>
Used	Available			Used					ilot L	ogbook	4	.🛄 Con	npany	
1.Q Yes	1. Yes			1.0 Ye	s				pera	itors Estim	nate 5	. 🖵 Spe	cify	
2 No	2. No)									•
Flight Time	All A/C	This Ma & Mod	ike Airpl el Single I	ane Engine	Airpla Multien	ne gine	Night	In: Actual	st <u>rur</u> S	nent imulated	Rotorcra	ft GI	ider	Lighter Than Air
Total Time	<u> </u>													
Pilot in Command (PIC)														
Instructor														· · ·
This Make & Model		18 <u>1</u>	· · · ·					_			1. A.			
Last 90 Days					·									
Last 30 Days														
Last 24 Hours				·										
Other Personnel						r								
Name	Seat	۵d	tress (Cit	v & Stat	a)	Crev	Non-	Bayan		Non-			.	
1.				/		0101		ie i teven		occupe		ratai	Senous	Minor None
2,										<u> </u>	·			
3.									┈╀╴					
4.									-+-			-	<u> </u>	·
5.						<u>. </u>							·	
6.				<u> </u>					-+-				······	
Flight Itinerary Information	1			i di ha di	S. 199		5. J. T. S. S. Z.	1.000		1. <u>.</u>	- SR 949 -			
Last Departure Point		Time Of	Departure	9	De	stinatio	on		<u> </u>	Flight Pl	an Filed			
1 Airport ID 407		1 Timo	1:3	6				41_	•	4 571 1				
2. City/Place Perry	Ì	1. (1111)		<u>• pm</u>	- 2.0	Citv/Pla	Lake	land			e	4.⊡	Comp	FR any (VEB)
3. State <u>FLA</u>		2. Time Z	one <u>E</u>	<u>ST</u>	3. s	State	- F-7	<u>a</u>		3. IFR		6.	Militar	y (VFR)
If Weather Was Involved, S	tate If Weat	her Briel	ling Was (Obtaine	d or if V	eathei	r Reports \	Vere Che	ecke	d And Ho	w It Was A	ccompl	ished	
Fuel On Board At Last Tak	eoff	* -		Γμοί Τι	/ne	<u> </u>	<u></u>						. <u></u>	<u> </u>
30	Gallons			1.0 80)/87		4	. 115/	145		7.5	Decify		
or 2. 2 100 Low Lead 5. Jet A							,	· · · · · J						
Pounds [3.4] 100/130 6. Automotive														
Other Services, If Any, Price	or to Depart	ure												
Weather Information At Th	e Accident	Site			··									
Source Of Weather Information (Pilot/Operator Weather Of	ation hearwation		Light	Conditio	on	-					Visibility		Temp	(°F)
, nov operator, weather O	uservation)		1.U. [2.B. [Dawn	3	i.Li Du	isk Iabt Nilast	5.Q D	ark I	Night	104		-	~ 0
Ada			4.9×1	Jayiight	4	n - Bu	ight Night					IVIIIes	1 12) [•] (
1 27 (175)										1				

Dev Point Allineter Skillog Skillog <th>Weather Information At the A</th> <th>ccident Site (cont.)</th> <th><u>8 1. jan</u>e</th> <th>and the second second</th> <th>TAN AND A TON</th> <th>승규가 많은 것 같아?</th>	Weather Information At the A	ccident Site (cont.)	<u>8 1. jan</u> e	and the second second	TAN AND A TON	승규가 많은 것 같아?
(1) Clear Secondariant Secondariant <td>Dew Point Altimeter</td> <td>Sky/Lowest Cloud Condition</td> <td>5n</td> <td></td> <td></td> <td></td>	Dew Point Altimeter	Sky/Lowest Cloud Condition	5n			
(m) Mg 328 Sections Sections Sections Mind Mormation Prescription on Comparison Prescription on Comparison Sections Sections Mind Mormation Prescription on Comparison Prescription on Comparison Sections Sections Sections Mind Mormation Prescription on Comparison Prescription on Comparison Sections	Setung	1.O Clear		4	Overcast	_Feet AGL
Wind Motimation Prestriction to Visibility Type Precipitation Intensity Of Precipitation Webcy, Y	(°ፑ)	"H9 3. Broken	Feet AGL Feet AGL	5. 6.	 Partial Obscuration Obscured 	and Article Article and Article and
All Stream Y & Y Y Y & Y Y <thy< th=""> Y Y</thy<>	Wind Information	Restriction To Visibility		Type Precipita	tion Intensity Of Precipit	ation
urbedence (Muligie Entry) 21 None 20 Ugin 3,2 Moderate 4.1 i Sovoto 5,2 Extreme 6.2 Clean Air 7.2 in Clouds Damage To Alterian Agin20ther Property grade 07 Alterian Agin20ther Property Fire 2.2 Mor 2,2 Mor 2, 2 Mor	. Gusts Kts	none		none	2. Moderate	4.Specify
Domage Di Alecon Agio Obber Property regree Of Alecon Agio Obber Property Live Of Alecon Agio Obber Property find printer, prop. coulling, best coul, r's fiff using rire Well beat, Forselage structure beat Wedsanisat Maturation failure: 21 Ves 21	urbulence (Multiple Entry) .친. None 2,〇 Light	3, D Moderate	4. I Severe	5,🖸 Extre	me 6. Clean Ai	7. In Clouds
Bigger Of Alricat Danage 351 Substantial 4.0 Destroyed 121 Wes 310 In-Flight Biger Of Alricat And Other Property Biger Of Alricat And Other Property 122 No 4.0 On Ground Biger Of Alricat And Other Property Biger Of Alricat And Other Property 117 Flight 4.0 On Ground Biger Of Alricat And Other Property Biger Of Alricat And Other Property 117 Flight 4.0 On Ground Biger Of Alricat And Other Property Biger Of Alricat And Other Property 117 Flight 117 Flight Biger Of Alricat And Other Property Biger Of Alricat And Other Property 118 Flight 118 Flight Medeaniest Nationation For Other All and Describe The Information For Other All and Describe The Flight 118 Flight 118 Flight Dision Accident Carrier Complete The Information For Other All and Tagers 118 Flight 110 Overhaul Forey Monre 323 35 Bigstanton Minic 118 Flight 118 Substandial On Part All Correct Complete The Information For Other All and Tagers 118 Substandial 121 Substandial 121 Substandial Other All and Tagers Biget Stand All and Standial All and All and All and All and All and All andial All and All and All and All and All and	Damage To Aircraft And Other	Property Zanada and				and the second second second second second
escription Of Damage To Aireratt And Other Property find pince, prop, coulding, bot coul, r'siff wing first Well bent, Fuse logs structure bent Mechanical Matuncition Failure List The Name Of The Park Manufacturer, Part No., 5 unit No. And Describe The Failure On Part Hours On Part Hours On Part Hours On Part Hours H	legree Of Aircraft Damage	3,53 Supstantial 4,0	Jestroyed		Fire 1. Yes 2. A No	3. In-Flight 4. On Ground
Bad geinen, prop, coulting, best coul, r's (Iff why 1 irrewall bent, Fusekes structure bent Machanical Motunetion Failure 15 Ma La Yes List The Name Of The Part, Manufacturer, Part No., 5 well No. And Describe The Failure On Part Al Obertaul Hours Bist The Name Of The Part, Manufacturer, Part No., 5 well No. On Part And Describe The Failure On Part Al Overtaul Hours Biston Accident Al Overtaul Callision Accident Al Coreta Manufacturer N 3333 5 Builts Michael Superative All Courses Al Covertaul N 3333 5 Builts Michael Vans None Address All Subalantial Jerry Morri Son Terry Morri Son Same Phot Certificate No. Same Same Subalantial Same Subalantial Same Subalantial Same Subalantial Same Subalantial Same Subalantial Same Subalantial <t< td=""><td>escription Of Damage To Aircr</td><td>alt And Other Property</td><td></td><td></td><td></td><td></td></t<>	escription Of Damage To Aircr	alt And Other Property				
In Product Delating Internation of the Part Manufacturer, Part No., S unal No. International Control of the Part Manufacturer, Part No., S unal No. International Control of the Part Manufacturer, Part No., S unal No. And Describe The Part Manufacturer, Part No., S unal No. On Part Hours Hours On Part At Overhaul Hours Mours N 333 S Betts Michaelurer Jerstrat Care Over None Jerstrat Type/Model Van S Name Address Jerry Morrison Same Phot Certificate No. Same Same Vacastan Of Alcratt Same Vacastan Of Alcratt Same	Bad princer, prop,	coulding, but could it	r" elfti f	id they		
Mechanical Motures (Inf. No. Control Co	Trawan bent, ruse	age Situriare Dem	/ · · · ·	 		
List The Name Of The Park Manufacturer, Part No., E viai No. And Describen The Failure On Part Noverhaul Isision Accident On Part Al Overhaul Gilision Accident Complete The Information For Other Al Statt Statt Gilision Accident Occurred, Complete The Information For Other Al Statt Statt Degree Of Alrerant Damage Signet Station Mark Aircrant Manufacturer Arcrant Damage Statt N 3333 5 Berth Michael Van S None Signet Alerant Downer Statt Van S None Jegrery D. Morrison Address Piloi Certificate No. Stattered Alerant Owner Address Piloi Certificate No. Stattered Received On Morrison Same Outside Person (s) Stattered Complete The Stattere Same Subalant Of Exit (State Approximate Number Of Persons Using Eac (Of The Following Stattere Stattere Main Doot 2. Auxiliary Lighting Stattere Stattere enough Of Exit (State Approximate Number Of Persons Using Eac (Of The Following Stattere Stattere Main Doot 2. Auxiliary Lighting Stattere Stattere enond Mary Lighting S	Mechanical Mattunction Failur		- <u>1-00</u>	<u></u>	Think I	
On Part Al Overhaul	2. Yes List The Name O	The Part, Manufacturer, Part-No.,	, S mat No.			
	And Describe Th	e Fallure	1. A A		On Part	Ai Överhau
address Silision Accident Cillision Accident Occurred, Complete The information For Other All zati gistration Mark Aircraft Manufacturer N 3 333 5 Befts Michael Vans Ril 6A Substantial Yans Ril 6A Substantial Terry None Jerry Morrison Calified Or Aircraft Damage Yans Ril 6A	н н Н				Hours	
Diffsion Accident C silision Accident Occurred, Complete The information For Other All zaft Opsitz Bion Mark Aircraft Manufacturer N 3333 5 BcHs Michael Van.s Ril 6A 2.1 Substantial 4.0 None Substantial 4.0 None Jerry I. Movri Son Itc: Name Address Jerry Movri Son Substantial Address Pilot Certificate No. Same Same Evuluation Of Alicraft Same Substance Received 5.0 Ladder Auxiliary Door 3. Emerg neg Kit Becommendation (How Could This Accident Have Been Prevente 1) 0Hker plater Pollaw pre certy receiver						
Otilision Accident C vilision Accident Occurred, Complete The information For Other All staft egistration Mark Aircraft Manufacturer N 3 333 5 Beffs Michael Van.s RU6A Substantial 4.0 Perry Norre Jerry Norre Jerry Norrison Address Pilot Certificate No. Jerry Morrison Address Pilot Certificate No. Jerry Morrison Address Pilot Certificate No. Same Same Evacuation of Alcraft Same <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td></td>			<u> </u>			
Chillipsin According Compares the information for Uniter Al state Percent Type/Model Degree Of Alicrati Damage N 3333 Buffs Michaet Percent Type/Model Degree Of Alicrati Damage Jarcent Manufacturer Percent Type/Model Degree Of Alicrati Damage Jarcent Manufacturer Percent Type/Model Degree Of Alicrati Damage Jarcent Manufacturer Address Substantial 4.0 General Alicrati Dwiner Address Plot Certificate No. Jerry Morrison Address Plot Certificate No. Terry Morrison Same Same Evaluation Of Alicrat Same Same Evaluat	ollision Accident	Cat.	T			
N 3333 5 Betts Michael Vans Rilbh 10 Destroyed 3.0 Minor Egistered Alreatin Owner Jerry D. Morrison Address 10 Destroyed 3.0 Minor Jorney D. Morrison Address Address Pilot Certificate No. Terry Morrison Same Same Evaluation Of Alreatin Same Sa	egistration Mark	Aircraft Manufacturer	A xan	e/Model	Degree Of Airora	
Address Jerry D. Morrison Itot Name Jerry Morrison Jerry Morrison Same Evicuation Of Alicratt Sistance Received Jourskie Person (s) 3.1 Slide Sistance Received Jourskie Person (s) 3.2 Slide Sistance Received Jourskie Person (s) 3.1 Slide Sistance Received Jourskie Person (s) 3.2 Slide Sistance Received Jourskie Person (s) 3.2 Slide Sistance Received Jourskie Person (s) 3.1 Slide Sistance Received Jourskie Person (s) 3.2 Slide Size Ladder Size Ladder <th>N 3333 5</th> <th>Betty Michael</th> <th>Vans</th> <th>RUGA</th> <th>1 2 Destroyed 2 3 Substantial</th> <th>3. Minor 4. None</th>	N 3333 5	Betty Michael	Vans	RUGA	1 2 Destroyed 2 3 Substantial	3. Minor 4. None
Jerry D. Morrison Address Austin Tx 78739 Itot Name Address Pilot Certificate No. Jerry Morrison Same Eviduation Of Alicrati ssistance Received Jouriside Person (s) 3.0 Slide Juliary Lighting 4.0 Rope ethod Of Exit (State Approximate Number Of Persons Using Eac i Of The Following Main Door 2. Auxiliary Door 1 3.1 Emerg ney Exit tecommendation (How Could This Accident Have Been Prevente 1) Of the following re utor/Owner Safety Recommendation (Optional Entry) 1)	egistered Alrcraft Owner			ddress		
Itot Name Address Pilot Certificate No. Jerry Mornison Same Evaluation Of Alreration Same Evaluation Of Evaluation Same Evaluation of Alreration Same Evaluation of Alreration Same Evaluation of Alreration Same Evaluation of Alreration Same Evaluation of Could This Accident Have Been Preventer Office of Plant Preventer Evaluation of Optional Entry Same	Jern D. Mar.	rí san		1. 1.		
Jerry Morrison Same Eviduation Of Alicraft Sustance Received Sustance Received Outside Person (s) 3.0 Slide Auxiliary Lighting 4.0 Rope ethod Of Exit (State Approximate Number Of Persons Using Eac i Of The Following Main Door 2. Auxiliary Door 3. Emerg ney Exit	ilot Name	Address		THE STIN	Pilot Certific	ite No.
Eviduation Of Alrcraft signance Received Outside Person (s) Auxiliary Lighting ethod Of Exit (State Approximate Number Of Persons Using Eac i Of The Following thain Door2. Auxiliary Door3. Emerginey Exit ethod Of Exit (State Approximate Number Of Persons Using Eac i Of The Following thain Door2. Auxiliary Door3. Emerginey Exit ethod Of Exit (State Approximate Number Of Persons Using Eac i Of The Following thain Door2. Auxiliary Door3. Emerginey Exit thain that the thain that the thain that the thain that the the thain the the thain the	Jerry Morris	ion	Sam	و		
Outside Person (s) 3. Slide 4. Rope 5. Ladder 6. Specify ethod Of Exit (State Approximate Number Of Persons Using Eac i Of The Following thain Door 2. Auxiliary Door 3. Emergincy Exit publicide (Tecommendation (How Could This Accident Have Been Prevente 1) Of the could and proceeding rescarding the commendation (Optional Entry)	Eviduation Of Alicraft					
ethod Of Exit (State Approximate Number Of Persons Using Eac i Of The Following . Nain Door2. Auxiliary Door3. Emerg ncy Exit outlined and the following outlined and Auxis and Auxis and Auxis and Auxis and		3. 🛄 . Slide	·		5. Ladder	
. Nain Door 2. Auxiliary Door 3. Emerg ney Exit publicided Recommendation (How Could This Accident Have Been Prevente i) Of Lev : p: /ath following the certry res- printor/Owner Safety Recommendation (Optional Entry)	⊒ Outside Person (s) Auxiliary Lighting	4.CJ Rope	1		6. Specify	···
Recommendation (How Could This Accident Have Been Prevente 1) Of Lever, p. /at follow procedures	Outside Person (s) Auxiliary Lighting lethod Of Exit (State Approxim	4. Rope	ac) Of The F	oilowing	6. Specify	
	Outside Person (s) Auxiliary Lighting	4. Rope ate Number Of Persons Using E Auxiliary Door 3. Eme	ac i Of The F irg_ncy Exit	0iloiving	6. Specify	
	Oufside Person (s) Auxiliary Lighting	4.CI Rope ate Number Of Persons Using E Auxiliary Door 3. Eme This Accident Have Been Prever Indation (Optional Entry)	ac i Of The F ing noy Exit ite 1) Of Le	oiloiving	6. Specify	
	Oufside Person (s) Auxiliary Lighting Idention of Exit (State Approxim . (Vain Door 2, J Recommendation (How Could printor/Dwner Safety Recommended	4.CI Rope ate Number Of Persons Using E Auxiliary Door 3. Eme This Accident Have Been Prever Indation (Optional Entry)	ac i Of The F Wg ncy Exit Ite 1) 07440	oiloiving • . p. /ath A	6. Specity	
	Oufside Person (s) Auxiliary Lighting	4. Rope ate Number Of Persons Using E Auxiliary Door 3. Eme This Accident Have Been Preven Indation (Optional Entry)	ac i Of The F ing noy Exit _ ite 1) Of Le	olloiving • p. late f	6. Specity	
	Outside Person (s) Auxiliary Lighting lethod Of Exit (State Approxim , thain Door 2, / Recommendation (How Could the stor/Owner Safety Recommended)	4. Rope ate Number Of Persons Using E Auxiliary Door 3. Eme This Accident Have Been Prever Indation (Optional Entry)	ac i Of The F wg ncy Exit _ nte i) Of ke	ollowing	6. Specify	
	Outside Person (s) Auxiliary Lighting	4. Rope ate Number Of Persons Using E Auxiliary Door 3. Eme This Accident Have Been Preven Indation (Optional Entry)	ac ì Of The F ⊮g ncy Exit_ nte 1) O≠Le	ollowing 	6. Specify	
	Oufside Person (s) Auxiliary Lighting lethod Of Exit (State Approxim Agence Approxim Aian Door2, / Recommendation (How Could printor/Owner Safety Recommendation)	4. Rope ate Number Of Persons Using E Auxiliary Door 3. Eme This Accident Have Been Prever Indation (Optional Entry)	lac i Of The F wg ncy Exit nte 1) Of Le	ollowing 	6. Specity	
Fage 4	Oufside Person (s) Auxiliary Lighting lethod Of Exit (State Approxim . Nain Door2, J Recommendation (How Could to ritor/Owner Safety Recommendation)	4. Rope ate Number Of Persons Using E Auxiliary Door 3. Eme This Accident Have Been Prever Indation (Optional Entry)	iac i Of The F wg ncy Exit nte 1) Οτλε	ollowing	6. Specity	

.

		·				
lame		FAA Certificate No.		Address		Title
Certificate(s)						
Student	3.🖵 Co	mmercial	5.🖵	Flight Instructor	7. 🖬 Foreigr	1
Private	4. 🖵 Air	ine Transport	6.	Flight Engineer	8.Specify	
latings/Endorsements				Total Flight Time	Flight T	me This Accident
lame		FAA Certificate No.		Address		Title
Certificate(s)						
. Student	3. 🗖 Co	nmercial	5.🖵	Flight Instructor	7. Eoreign	
Private	4. Airl	ine Transport	6.🖵	Flight Engineer	8.Specify	·
Ratings/Endorsements				Total Flight Time	Flight Ti	me This Accident
lame		FAA Certificate No.		Address		Title
certificate(s)						
. Student Private	3. Cor 4. Cor Airl	nmercial ine Transport	5.) 6.)	Flight Instructor Flight Engineer	7. Foreign 8. Specify	
atings/Endorsements				Total Flight Time	Flight Ti	me This Accident

Narrative History Of Flight			
Describe What Occurred In Chronolog Terrain and Include a Sketch Of Wred Of Departure, Intended Destination A	gical Order, The Circumstances Leading To kage Distribution II Pertinent. Attach Extra nd Services Obtained.	The Accident And The Nature Of The Ac Sheets If Needed. State Point Of Departu	cident. Describe The Ire, Time
50	e atlachment		
I Hereby Certify That The Above Ini	formation is Complete And Accurate To	The Best Of My Knowledge	
Date Of This Report	Signature Of Pilot/Operator		
9-22-UZ			
aignature of Person Hiling Report (1. Staasburg	Juner I man Pilot/Operator		
n aignature			- AA
a. Title		······	
NTSR Accident No.	For NTSB U		⁷ ^{**} ********************************
ATTING FORTULA AD	$A T \leq D = \sum D A$	Name Of Investigator	APR 2 6 2002
TILOLIMOIM	VIJD - JCKH	C.H. SMith	

Wed. April 3,2002- Read "Notice to Airmen" Sun'n Fun 2002 for the second time. Watched VFR Arrival Procedures Video that I had received from the FAA.

Thur. April 4,2002- Flew from E15 Graham, TX to 48M Colonial Airport outside Memphis, TN with a fuel stop at M89 Arkadelphia, AR.

Fri. April 5,2002- Fueled N5293H and departed 48M with N5834H at 6:50 am Central Standard Time.

Landed at 02A Clanton, AL at 9:10 am CST refueled and departed for 40J Perry, FL at 9:40 am.

Landed at 40J Perry, FL at 11:45 am CST or 12:45 local. Refueled, ate lunch and departed for Lake Parker at 1:36 local time.

Listened to LAL Arrival ATIS several times prior to arriving at Lake Parker. Listened to GIF ASOS to get current altimeter setting because LAL ATIS did not report one.

Arrived at Lake Parker at 1200 ft MSL at approximately 3:00 local and made a wide right turn to fall in behind a red and white Cherokee.

Flew a heading of 270 degrees behind the Cherokee.

Turned south toward the airport following the Cherokee with the orange water tower on my right.

Flew south towards the new terminal building with the blue roof as instructed by the tower.

While approaching the tower I saw an aircraft down low on the airport grounds going east at a high rate of speed.

Turned right downwind as instructed by controller. Still following the Cherokee.

Turned base as instructed and was told "your following (pause)."

Observed the Cherokee I was following getting close to the Cessna 170 ahead of him on the runway. I still had a lot of room and was not concerned.

Heard the controller tell the maroon low wing to move to the left and land on the right runway.

I heard the controller call Blue and White high wing and then I heard the crunch of aluminum and saw a flash of maroon and then I was pointing straight down at the ground and then I hit.

4-22-02

STATEMENT

Stephan L. Pierce

Graham, Texas 76450

Mr. Pierce stated he was the pilot of the PA-16 involved in the mid-air collision with an RV6A on April 5, 2002, at Lakeland-Linder Regional Airport, Lakeland, Florida, (LAL) while landing on runway 27 right. Before reaching LAL, he and his parents had stopped at Perry, Florida, (40J) and topped off both of their PA-16 airplanes with fuel. Mr. Pierce stated he did not file a flight plan nor did he obtain a weather briefing for the VFR personal flight to LAL. They departed 40J at about 1330 EST and arrived in the Lakeland around 1500 EST. Mr. Pierce stated he was familiar with the LAL procedures since he had reviewed the video, tuned up the ATIS information, and had received the Sun n' Fun 2002 Notice to Airman. Upon arrival they followed the Lake Parker arrival and were sequenced for a right downwind for runway 27 right. His parents were behind him in their red PA-16. He did not see the RV6A on the downwind but heard instructions from the controller for the RV6A. He heard the controller telling a red and white Cherokee to go east, and he was subsequently told to turn downwind. He also heard the controller tell the RV6A who was described as maroon in color to turn a right base, and then he heard the controller tell the RV6 to go straight to the numbers on of 27 right. Right after that he was told to turn base that he was following another aircraft that he did not hear the description since the radio was cut out by another transmission. He then heard the controller tell the RV6A pilot, low wing maroon aircraft you are not helping, go right to the numbers for 27 right the skinny runway and to tighten up his speed. His parents in the red aircraft were instructed to turn base. Mr. Pierce stated the controller informed him as he was approaching the tower to start his descent, keep coming south, and not to start his turn. He heard the controller tell the maroon RV6A to slide over to the left big runway. The controller then stated something about a blue and white high wing airplane to keep it up higher that there was someone behind then. Mr. Pierce stated he thought about slipping the airplane but did not do it. He was transitioning to a landing attitude and the nose of his airplane was up slightly. He caught a glimpse of the RV6A just for a second and then they collided.

Read the statement back to Mr. Pierce and he agreed with the statement.

Carrol A. (Corky) Smith Senior Air Safety Investigator April 11, 2002 March 11, 2003

Mr. Corky Smith c/o NTSB Atlanta Center, Room 3M25 60 Forsythe Street, SW Atlanta, GA 30303

> Re: NTSB Id: ATL02FA074A

Dear Mr. Smith:

As you know, I was the pilot of N5293H, a blue and white Piper PA-16, when a mid-air collision occurred with N3333S, a Betts RV-6A, while on an approach/landing to runway 27 at Lakeland-Linder Regional Airport on April 5, 2002. Since my recovery from my injuries, I have been examining the facts leading up to this collision and would appreciate your consideration of what I have learned.

You already have my statement so I will not repeat that, but I would like to offer you the information gained from my further examination of the following:

- (1) Tape recording made by my father of the ATC communication while inbound for landing;
- (2) FAA's recording of the ATC communications on that date;
- (3) My conversation with Richard King, the written statements of the controllers, and results of wreckage inspections of both N3333S and N5293H.

Briefly, upon arrival into the Lakeland area, I joined the Lake Parker VFR Arrival Procedures by falling in behind a red and white Cherokee as assigned by ATC. Going southbound, we were switched from frequency 124.5 to 127.7 by ATC. As I approached the tower, I caught a brief glimpse of an aircraft, down low, going at a high rate of speed from west to east. I was following the red and white Cherokee and ATC instructions up until the time the collision occurred. At no time did I identify the RV-6A as being in the pattern with me, nor the aircraft I was assigned to follow. The final few seconds of the ATC transmissions are instructive in this regard. (Note: I have included for easier reference the aircraft that the transmissions were directed to).

2004:13	NL	maroon low wing (RV-6A) straight to the numbers for two seven right the skinny runway now straight to the numbers I don't want a base straight to the numbers
2004.18	NL	maroon (RV-6A) you're not helping me go right to the numbers for two seven right the skinny runway
****	NL	tighten up speed it up if you have to
****	NL	maroon (RV-6A) you're doing good
2004.54	NL	maroon low wing (RV-6A) slide over to the left slide over to the left low wing big runway
2005 2005.04	NL	blue and white high wing (PA-16) keep it up keep it higher cause there's someone behind you keep it higher

[collision occurs]

Clearly, these transmission clearly show that the RV-6A was behind me as stated in the last transmission and not as the controller's written statement states. If in fact the RV-6A was in front of me, moving him over to the left would have been an acceptable maneuver. However, the fact that he was behind me and to the right makes this a very dangerous maneuver ending in the result that occurred.

In speaking with Mr. Richard King, the pilot of the red and white Cherokee I was following, he indicated that he also saw an aircraft low and traveling from west to east in front of him as we were proceeding southbound toward the tower. He further specifically recalled that this aircraft was an RV-6A.

Finally, examination of the RV-6A's radios indicated that its radios were on the frequency 124.5 and not on the frequency of 127.7 which would explain the controller's comments that the RV-6A was not helping him. As the controller wrote, "No action were observed so I took action to have the high wing aircraft climb and avoid the low wing . . ." Obviously, this communication came too late in the sequence of events and the collision occurred.

In summary, my examination of the facts show that the RV-6A was not on the correct frequency, was not following the VFR Arrival Procedures and was not following the instruction from the tower operator at the time of the accident.

Respectfully submitted,