

**NATIONAL TRANSPORTATION SAFETY BOARD  
PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT**  
This form To Be Used For Reporting Civil Aircraft Accidents  
Involving Commercial and General Aviation Aircraft

**Location**

Nearest City/Place, State, Zip Code <i>Lakeland, Florida</i>	Date of Accident <i>4/5/02</i>	Local Time (24 HOUR CLOCK) <i>15:00</i>	Zone <i>Eastern</i>	Elevation At Accident Site _____ <i>142</i> Feet MSL _____ Feet MSL
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If The Accident Occurred On Approach, Takeoff or Within 3 Miles of An Airport, Complete The Following Information

**Proximity To Airport**

<input checked="" type="checkbox"/> On Approach	<input type="checkbox"/> Within 1/2 Mile	<input type="checkbox"/> Within 1 Mile	<input type="checkbox"/> Within 3 Miles
<input type="checkbox"/> Within 1/4 Mile	<input type="checkbox"/> Within 3/4 Mile	<input type="checkbox"/> Within 2 Miles	<input type="checkbox"/> Beyond 3 Miles

Airport Name <i>Lakeland</i>	Airport Ident <i>LAL</i>	Runway/Landing Surface Conditions: <input checked="" type="checkbox"/> Direction: <i>west</i> <input checked="" type="checkbox"/> Width: <i>75ft</i> <input checked="" type="checkbox"/> Condition: <i>Dry</i> <input type="checkbox"/> Length: <input type="checkbox"/> Surface: <i>Asphalt</i>
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**Phase Of Operation:**

<input type="checkbox"/> Standing	<input type="checkbox"/> Takeoff	<input type="checkbox"/> Cruise	<input checked="" type="checkbox"/> Approach	<input type="checkbox"/> Hover/Maneuver
<input type="checkbox"/> Taxi	<input type="checkbox"/> Climb	<input type="checkbox"/> Descent	<input type="checkbox"/> Landing	<input type="checkbox"/> Altitude Of In-Flight Occurrence <i>80-100</i> Feet MSL <i>AGL</i>

**Aircraft Information**

Registration Mark <i>N5293H</i>	Aircraft Manufacturer <i>Piper</i>	Aircraft Type/Model <i>PA16 Clipper</i>	Serial Number <i>16-93</i>	Cert Max Gross WT <i>1650</i>
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Type Of Aircraft <input checked="" type="checkbox"/> Airplane <input type="checkbox"/> Helicopter <input type="checkbox"/> Glider <input type="checkbox"/> Balloon	<input type="checkbox"/> Blimp/Dirigible <input type="checkbox"/> Ultralight <input type="checkbox"/> Gyroplane <input type="checkbox"/> Specify	Type Of Airworthiness Certificate <input checked="" type="checkbox"/> Normal <input type="checkbox"/> Utility <input type="checkbox"/> Acrobatic <input type="checkbox"/> Transport	<input type="checkbox"/> Restricted <input type="checkbox"/> Limited <input type="checkbox"/> Experimental <input type="checkbox"/> Specify	Amateur Built <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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Landing Gear <input type="checkbox"/> Tricycle—Fixed <input type="checkbox"/> Tricycle—Retractable <input checked="" type="checkbox"/> Tailwheel—Fixed	<input type="checkbox"/> Tailwheel—Retractable <input type="checkbox"/> Tailwheel—Retractable Mains <input type="checkbox"/> Amphibian	<input type="checkbox"/> Skid <input type="checkbox"/> Limited <input type="checkbox"/> Specify	No. Of Seats Flight/Cabin Crew <i>2</i> Pax <i>2</i>
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Stall Warning System Installed <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	IFR Equipped <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Engine Type <input checked="" type="checkbox"/> Reciprocating—Carburetor <input type="checkbox"/> Reciprocating—Fuel Injected <input type="checkbox"/> Turbo Prop <input type="checkbox"/> Turbo Jet <input type="checkbox"/> Turbo Fan <input type="checkbox"/> Turbo Shaft
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Engine Manufacturer <i>Lycoming</i>	Engine Model/Series <i>O-235-C1</i>	Engine Rated Power 1. <i>108</i> Horsepower 2. _____ Lbs Thrust	Type Of Fire Extinguishing System Used <input checked="" type="checkbox"/> None 2. Specify _____
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Engine(s)	Date of Mfg.	Mfg. Serial No.	Total Time	Time Since Inspection	Time Since Overhaul
Engine No. 1	X	X	<i>4090</i> Hours	<i>142</i> Hours	<i>1525</i> Hours
Engine No. 2			Hours	Hours	
Engine No. 3			Hours	Hours	
Engine No. 4			Hours	Hours	

Type Of Maintenance Program <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Manufacturer's Inspection Program <input type="checkbox"/> Other Approved Inspection Program(AAIP) <input type="checkbox"/> Continuous Airworthiness <input type="checkbox"/> Specify	Type Of Last Inspection <input checked="" type="checkbox"/> Annual <input type="checkbox"/> 100 Hours <input type="checkbox"/> AAIP <input type="checkbox"/> Continuous Airworthiness	Date Last Inspection Performed <i>4/4/01</i> (M/D/Y) Time Since Last Inspection <i>142</i> Hours Airframe Total Time <i>3134</i> Hours
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Emergency Locator Transmitter (ELT)	ELT Manufacturer <i>Emergency Beacon Corp</i>	Model/Series <i>BB-8</i>	Serial Number	Battery Date (M/D/Y)
	Switch <input type="checkbox"/> On <input type="checkbox"/> Off <input checked="" type="checkbox"/> Armed	Operated <input type="checkbox"/> Yes <input type="checkbox"/> No	Aided In Accident Location <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Registered Aircraft Owner <i>Stephen Pierce</i>	Address <i>Graham, TX 76450</i>
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Operator Of Aircraft <input checked="" type="checkbox"/> Same As Registered Owner <input type="checkbox"/> Name <input type="checkbox"/> DBS:	Address <input checked="" type="checkbox"/> Same As Registered Owner 2. _____
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**Owner / Operator Information (cont.)**

Operator (Certificate Number)	Operator Designator (4 Letter Designator)

**Purpose Of Flight And Type Of Operation**

<b>Regulation Flight Conductor Under</b> 1. <input checked="" type="checkbox"/> FAR91 (only)    4. <input type="checkbox"/> FAR 121    7. <input type="checkbox"/> FAR 133 2. <input type="checkbox"/> FAR91D    5. <input type="checkbox"/> FAR 125    8. <input type="checkbox"/> FAR 135 3. <input type="checkbox"/> FAR 103    6. <input type="checkbox"/> FAR 129    9. <input type="checkbox"/> FAR 137	<b>Operator Authority</b> FAR121 1. <input type="checkbox"/> Domestic 2. <input type="checkbox"/> Flag 3. <input type="checkbox"/> Supplemental  FAR 135 4. <input type="checkbox"/> On Demand 5. <input type="checkbox"/> Commuter  FAR 133 6. <input type="checkbox"/> Rotorcraft External Load  FAR125 7. <input type="checkbox"/> Large Aircraft  FAR 129 8. <input type="checkbox"/> Foreign	<b>FAR 121, 125, 127, 129, 135 Revenue Operations</b> 1. <input type="checkbox"/> Scheduled 2. <input type="checkbox"/> Non Scheduled 3. <input type="checkbox"/> Domestic 4. <input type="checkbox"/> International 5. <input type="checkbox"/> Passenger 6. <input type="checkbox"/> Cargo 7. Specify _____
<b>Purpose of Flight</b> 1. <input checked="" type="checkbox"/> Personal    6. <input type="checkbox"/> Aerial Observation 2. <input type="checkbox"/> Business    7. <input type="checkbox"/> Other Work Use 3. <input type="checkbox"/> Educational    8. <input type="checkbox"/> Public Use 4. <input type="checkbox"/> Executive/Corporate    9. <input type="checkbox"/> Ferry 5. <input type="checkbox"/> Aerial Application    10. <input type="checkbox"/> Positioning		

**Pilot Information**

Pilot Name <i>Stephan Pierce</i>	Pilot Certificate No. [Redacted]	Address <i>Graham, TX 76450</i>	Nationality <i>USA</i>
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**Certificate (s)**

1. <input type="checkbox"/> Student	3. <input type="checkbox"/> Commercial	5. <input type="checkbox"/> Flight Instructor	7. <input type="checkbox"/> Military	9. <input type="checkbox"/> None
2. <input checked="" type="checkbox"/> Private	4. <input type="checkbox"/> Airline Transport	6. <input type="checkbox"/> Flight Engineer	8. <input type="checkbox"/> Foreign	10. Specify _____

<b>Rating (s)</b> 1. <input type="checkbox"/> None 2. <input checked="" type="checkbox"/> Single Engine Land 3. <input type="checkbox"/> Single Engine Sea 4. <input type="checkbox"/> Multiengine Land 5. <input type="checkbox"/> Multiengine Sea  6. <input type="checkbox"/> Helicopter 7. <input type="checkbox"/> Glider 8. <input type="checkbox"/> Free Balloon 9. <input type="checkbox"/> Airship 10. <input type="checkbox"/> Gyroplane	<b>Instrument Rating (s)</b> 1. <input checked="" type="checkbox"/> None 2. <input type="checkbox"/> Airplane 3. <input type="checkbox"/> Helicopter	<b>Instructor Rating (s)</b> 1. <input checked="" type="checkbox"/> None 2. <input type="checkbox"/> Airplane S.E. 3. <input type="checkbox"/> Airplane M.E. 4. <input type="checkbox"/> Helicopter 5. <input type="checkbox"/> Glider  6. <input type="checkbox"/> Instrument Airplane 7. <input type="checkbox"/> Instrument Helicopter 8. <input type="checkbox"/> Ground Instructor 9. <input type="checkbox"/> Specify _____
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Type Ratings/Student Endorsements	Date Of Biennial Flight Review or Equivalent (M/D/Y) <i>7-3-01</i>	BFR Aircraft 1. Make <i>Piper</i> 2. Model <i>PA16</i>
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Medical Certificate 1. <input type="checkbox"/> None    3. <input type="checkbox"/> Class 2 2. <input type="checkbox"/> Class 1    4. <input checked="" type="checkbox"/> Class 3	Date Of Last Medical (M/D/Y) <i>Nov. 3, 2001</i>	Limitations <i>None with SODA</i>	Date Of Birth (M/D/Y) [Redacted] / 65
Waivers			

Degree Of Injury 1. <input type="checkbox"/> None 2. <input type="checkbox"/> Minor 3. <input checked="" type="checkbox"/> Serious 4. <input type="checkbox"/> Fatal	Seat Occupied 1. <input checked="" type="checkbox"/> Left    4. <input type="checkbox"/> Front 2. <input type="checkbox"/> Right    5. <input type="checkbox"/> Rear 3. <input type="checkbox"/> Center	Person At Controls At Time Of Accident 1. <input checked="" type="checkbox"/> Pilot In Control    4. <input type="checkbox"/> Non-Pilot 2. <input type="checkbox"/> Second Pilot    5. <input type="checkbox"/> No One 3. <input type="checkbox"/> Both Pilots	Seat Belt Available 1. <input checked="" type="checkbox"/> Yes 2. <input type="checkbox"/> No
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Seat Belt Used 1. <input checked="" type="checkbox"/> Yes 2. <input type="checkbox"/> No	Shoulder Harness Available 1. <input type="checkbox"/> Yes 2. <input checked="" type="checkbox"/> No	Shoulder Harness Used 1. <input type="checkbox"/> Yes 2. <input checked="" type="checkbox"/> No	Source Of Pilot Flight Time Information 1. <input checked="" type="checkbox"/> Pilot Logbook    4. <input type="checkbox"/> Company 2. <input type="checkbox"/> Operators Estimate    5. <input checked="" type="checkbox"/> Specify <i>note book</i> 3. <input type="checkbox"/> FAA Records <i>A/C Log</i>
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Flight Time	All A/C	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	<i>1336</i>	<i>1086</i>	<i>1336</i>	<i>0</i>	<i>87</i>	<i>0</i>	<i>6</i>			
Pilot In Command (PIC)										
Instructor										
This Make & Model										
Last 90 Days	<i>43</i>	<i>26</i>	<i>43</i>	<i>0</i>	<i>6</i>	<i>0</i>	<i>0</i>			
Last 30 Days	<i>37</i>	<i>26</i>	<i>37</i>	<i>0</i>						
Last 24 Hours	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>0</i>	<i>0</i>			

**Second Pilot Information**

**Second Pilot Responsibilities At The Time Of Accident**

1. <input type="checkbox"/> Co-Pilot	2. <input type="checkbox"/> Dual Student	3. <input type="checkbox"/> Safety Pilot	4. <input type="checkbox"/> Check Pilot	5. <input type="checkbox"/> None (Pilot-Rated Passenger)
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Pilot Name	Pilot Certificate No.	Address	Nationality

**Certificate (s)**

1. <input type="checkbox"/> Student	3. <input type="checkbox"/> Commercial	5. <input type="checkbox"/> Flight Instructor	7. <input type="checkbox"/> Military	9. <input type="checkbox"/> None
2. <input type="checkbox"/> Private	4. <input type="checkbox"/> Airline Transport	6. <input type="checkbox"/> Flight Engineer	8. <input type="checkbox"/> Foreign	10. Specify _____

Second Pilot Information (cont.)													
<b>Rating (s)</b>				<b>Instrument Rating (s)</b>			<b>Instructor Rating (s)</b>						
1. <input type="checkbox"/> None		6. <input type="checkbox"/> Helicopter		1. <input type="checkbox"/> None		1. <input type="checkbox"/> None		6. <input type="checkbox"/> Instrument Airplane					
2. <input type="checkbox"/> Single Engine Land		7. <input type="checkbox"/> Glider		2. <input type="checkbox"/> Airplane		2. <input type="checkbox"/> Airplane S.E.		7. <input type="checkbox"/> Instrument Helicopter					
3. <input type="checkbox"/> Single Engine Sea		8. <input type="checkbox"/> Free Balloon		3. <input type="checkbox"/> Helicopter		3. <input type="checkbox"/> Airplane M.E.		8. <input type="checkbox"/> Ground Instructor					
4. <input type="checkbox"/> Multiengine Land		9. <input type="checkbox"/> Airship				4. <input type="checkbox"/> Helicopter		9. <input type="checkbox"/> Specify _____					
5. <input type="checkbox"/> Multiengine Sea		10. <input type="checkbox"/> Gyroplane				5. <input type="checkbox"/> Glider							
<b>Type Ratings/Student Endorsements</b>				<b>Date Of Biennial Flight Review or Equivalent (M/D/Y)</b>			<b>BFR Aircraft</b>						
							1. Make _____						
							2. Model _____						
<b>Medical Certificate</b>			<b>Date Of Last Medical (M/D/Y)</b>		<b>Limitations</b>				<b>Date Of Birth (M/D/Y)</b>				
1. <input type="checkbox"/> None			3. <input type="checkbox"/> Class 2		<b>Waivers</b>								
2. <input type="checkbox"/> Class 1			4. <input type="checkbox"/> Class 3										
<b>Degree Of Injury</b>			<b>Seat Occupied</b>			<b>Seat Belt Available</b>							
1. <input type="checkbox"/> None		3. <input type="checkbox"/> Serious	1. <input type="checkbox"/> Left	3. <input type="checkbox"/> Center		5. <input type="checkbox"/> Rear		1. <input type="checkbox"/> Yes		2. <input type="checkbox"/> No			
2. <input type="checkbox"/> Minor		4. <input type="checkbox"/> Fatal	2. <input type="checkbox"/> Right	4. <input type="checkbox"/> Front									
<b>Seat Belt Used</b>		<b>Shoulder Harness Available</b>		<b>Shoulder Harness Used</b>		1. <input type="checkbox"/> Pilot Logbook		4. <input type="checkbox"/> Company					
1. <input type="checkbox"/> Yes		1. <input type="checkbox"/> Yes		1. <input type="checkbox"/> Yes		2. <input type="checkbox"/> Operators Estimate		5. <input type="checkbox"/> Specify _____					
2. <input type="checkbox"/> No		2. <input type="checkbox"/> No		2. <input type="checkbox"/> No		3. <input type="checkbox"/> FAA Records							
<b>Flight Time</b>		<b>All A/C</b>	<b>This Make &amp; Model</b>	<b>Airplane Single Engine</b>	<b>Airplane Multiengine</b>	<b>Night</b>	<b>Instrument</b>		<b>Rotorcraft</b>	<b>Glider</b>	<b>Lighter Than Air</b>		
							Actual Simulated						
Total Time													
Pilot In Command (PIC)													
Instructor													
This Make & Model													
Last 90 Days													
Last 30 Days													
Last 24 Hours													
<b>Other Personnel</b>													
<b>Name</b>	<b>Seat</b>	<b>Address (City &amp; State)</b>			<b>Crew</b>	<b>Non-Revenue</b>	<b>Revenue</b>	<b>Non-Occupant</b>	<b>FAA</b>	<b>Fatal Serious Minor None</b>			
1.													
2.													
3.													
4.													
5.													
6.													
<b>Flight Itinerary Information</b>													
<b>Last Departure Point</b>			<b>Time Of Departure</b>			<b>Destination</b>			<b>Flight Plan Filed</b>				
1. Airport ID <u>40J</u>		2. City/Place <u>Perry</u>	1. Time <u>1:36 pm</u>		2. Time Zone <u>EST</u>	1. Airport ID <u>LAL</u>		2. City/Place <u>Lakeford</u>	3. State <u>FLA</u>	1. <input checked="" type="checkbox"/> None		4. <input type="checkbox"/> VFR/IFR	
3. State <u>FLA</u>						2. City/Place <u>Lakeford</u>		3. State <u>FLA</u>	2. <input type="checkbox"/> VFR		5. <input type="checkbox"/> Company (VFR)	6. <input type="checkbox"/> Military (VFR)	
						3. State <u>FLA</u>			3. <input type="checkbox"/> IFR				
If Weather Was Involved, State If Weather Briefing Was Obtained or If Weather Reports Were Checked And How It Was Accomplished													
<b>Fuel On Board At Last Takeoff</b>						<b>Fuel Type</b>							
<u>30</u> Gallons			or			1. <input type="checkbox"/> 80/87			4. <input type="checkbox"/> 115/145			7. Specify _____	
			Pounds			2. <input checked="" type="checkbox"/> 100 Low Lead			5. <input type="checkbox"/> Jet A				
						3. <input type="checkbox"/> 100/130			6. <input type="checkbox"/> Automotive				
<b>Other Services, If Any, Prior to Departure</b>													
<b>Weather Information At The Accident Site</b>													
<b>Source Of Weather Information (Pilot/Operator, Weather Observation)</b>				<b>Light Condition</b>				<b>Visibility</b>		<b>Temp (°F)</b>			
<u>pilot</u>				1. <input type="checkbox"/> Dawn		3. <input type="checkbox"/> Dusk		5. <input type="checkbox"/> Dark Night		10+ Miles		75°	
				2. <input checked="" type="checkbox"/> Daylight		4. <input type="checkbox"/> Bright Night							

Weather Information At The Accident Site (cont.)			
Dew Point	Altimeter Setting	Sky/Lowest Cloud Condition	
(°F)	"Hg	1. <input type="checkbox"/> Clear 2. <input checked="" type="checkbox"/> Scattered 5000 Feet AGL 3. <input type="checkbox"/> Broken Feet AGL	4. <input type="checkbox"/> Overcast Feet AGL 5. <input type="checkbox"/> Partial Obscuration 6. <input type="checkbox"/> Obscured
Wind Information		Restriction To Visibility	Type Precipitation
1. Direction 350	2. Velocity 4 Kts	none	none
3. Gusts Kts			Intensity Of Precipitation
			1. <input type="checkbox"/> Light 2. <input type="checkbox"/> Moderate 3. <input type="checkbox"/> Heavy 4. Specify
Turbulence (Multiple Entry)			
1. <input checked="" type="checkbox"/> None	2. <input type="checkbox"/> Light	3. <input type="checkbox"/> Moderate	4. <input type="checkbox"/> Severe
		5. <input type="checkbox"/> Extreme	6. <input type="checkbox"/> Clean Air
			7. <input type="checkbox"/> In Clouds
Damage To Aircraft And Other Property			
Degree Of Aircraft Damage			Fire
1. <input type="checkbox"/> None	2. <input type="checkbox"/> Minor	3. <input checked="" type="checkbox"/> Substantial	4. <input type="checkbox"/> Destroyed
			1. <input type="checkbox"/> Yes 2. <input checked="" type="checkbox"/> No
			3. <input type="checkbox"/> In-Flight 4. <input type="checkbox"/> On Ground
Description Of Damage To Aircraft And Other Property			
<p>bad spinner, prop, cowling, bad cowling, w/ eff wing firewall bent, fuselage structure bent</p>			
Mechanical Malfunction Failure			
1. <input checked="" type="checkbox"/> No 2. <input type="checkbox"/> Yes		List The Name Of The Part, Manufacturer, Part No., Serial No. And Describe The Failure	Total Time
			On Part Hours
			At Overhaul Hours
Collision Accident			
If Collision Accident Occurred, Complete The Information For Other Aircraft			
Registration Mark	Aircraft Manufacturer	Aircraft Type/Model	Degree Of Aircraft Damage
N 3333 S	Beths Michael	Vans RV6A	1. <input checked="" type="checkbox"/> Destroyed 2. <input type="checkbox"/> Substantial 3. <input type="checkbox"/> Minor 4. <input type="checkbox"/> None
Registered Aircraft Owner		Address	
Jerry D. Morrison		Austin TX 78739	
Pilot Name	Address	Pilot Certificate No.	
Jerry Morrison	Same		
Evacuation Of Aircraft			
Assistance Received			
1. <input type="checkbox"/> Outside Person (s)	3. <input type="checkbox"/> Slide	5. <input type="checkbox"/> Ladder	
2. <input type="checkbox"/> Auxiliary Lighting	4. <input type="checkbox"/> Rope	6. <input type="checkbox"/> Specify	
Method Of Exit (State Approximate Number Of Persons Using Each Of The Following)			
1. Main Door	2. Auxiliary Door	3. Emergency Exit	
	1		
Recommendation (How Could This Accident Have Been Prevented)			
1) Other pilot follow procedures published			
Operator/Owner Safety Recommendation (Optional Entry)			

**Additional Flight Crew Members**

For Each Additional Flight Crew Member, Exclusive Of Cabin Attendants Complete The Following Information

<b>Name</b>	<b>FAA Certificate No.</b>	<b>Address</b> _____ _____	<b>Title</b>
<b>Certificate(s)</b> 1. <input type="checkbox"/> Student                      3. <input type="checkbox"/> Commercial                      5. <input type="checkbox"/> Flight Instructor                      7. <input type="checkbox"/> Foreign 2. <input type="checkbox"/> Private                      4. <input type="checkbox"/> Airline Transport                      6. <input type="checkbox"/> Flight Engineer                      8. Specify _____			
<b>Ratings/Endorsements</b>		<b>Total Flight Time</b>	<b>Flight Time This Accident</b>
<b>Name</b>	<b>FAA Certificate No.</b>	<b>Address</b> _____ _____	<b>Title</b>
<b>Certificate(s)</b> 1. <input type="checkbox"/> Student                      3. <input type="checkbox"/> Commercial                      5. <input type="checkbox"/> Flight Instructor                      7. <input type="checkbox"/> Foreign 2. <input type="checkbox"/> Private                      4. <input type="checkbox"/> Airline Transport                      6. <input type="checkbox"/> Flight Engineer                      8. Specify _____			
<b>Ratings/Endorsements</b>		<b>Total Flight Time</b>	<b>Flight Time This Accident</b>
<b>Name</b>	<b>FAA Certificate No.</b>	<b>Address</b> _____ _____	<b>Title</b>
<b>Certificate(s)</b> 1. <input type="checkbox"/> Student                      3. <input type="checkbox"/> Commercial                      5. <input type="checkbox"/> Flight Instructor                      7. <input type="checkbox"/> Foreign 2. <input type="checkbox"/> Private                      4. <input type="checkbox"/> Airline Transport                      6. <input type="checkbox"/> Flight Engineer                      8. Specify _____			
<b>Ratings/Endorsements</b>		<b>Total Flight Time</b>	<b>Flight Time This Accident</b>

**Narrative History Of Flight**

Describe What Occurred In Chronological Order, The Circumstances Leading To The Accident And The Nature Of The Accident. Describe The Terrain and Include a Sketch Of Wreckage Distribution If Pertinent. Attach Extra Sheets If Needed. State Point Of Departure, Time Of Departure, Intended Destination And Services Obtained.

*see attachment*

I Herby Certify That The Above Information Is Complete And Accurate To The Best Of My Knowledge

Date Of This Report

*4-22-02*

Signature Of Pilot/Operator

*[Signature]*

Signature Of Person Filing Report Other Than Pilot/Operator

1. Signature \_\_\_\_\_

2. Type Or Print Name \_\_\_\_\_

3. Title \_\_\_\_\_

**For NTSB Use Only**

NTSB Accident No.

*ATL02FA074A/B*

Reviewed By NTSB Office Located At

*NTSB-SERA*

Name Of Investigator

*C.A. Smith*

Date Report Received

*APR 26 2002*

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.

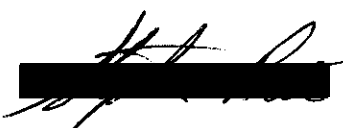
Turned right downwind as instructed by controller. Still following the Cherokee.

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.

A handwritten signature in black ink, which has been partially obscured by a black rectangular redaction box.

4-22-02

## STATEMENT

Stephan L. Pierce  
[REDACTED]

Graham, Texas 76450  
[REDACTED]

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.  
[REDACTED]

*Carol A. (Corky) Smith*  
Carol 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,

