

RE: Incident at FLG
Barney Helmick

to:

Steven L Meisner

01/04/2011 02:02 PM

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Steve

We had some patchy ice at the intersections. The Center line of the runway was clear and dry. The temperatures were below freezing and winds at about 6 knots from the southwest. Runway 21 was in use and a SERCO controller was in the tower controlling arriving and departing traffic. Staff had issued a NOTAM advising that braking was fair and there was patchy ice. The ILS was inop, (Airways/Facilities own that equipment and had not brought it up since I believe Wednesday Morning) but I believe they were flying VFR and the ILS was not necessary.

I don't have the exact traffic count for that day. Probably about 25-30 ops, since the weather had been bad the day before and the Airlines were trying to catch up on canceled flights. If you need that I can get it from Marc Gosic the Tower Manager. We received no reports of negative conditions from pilots that day.

Barney

From: [REDACTED]
Sent: Tuesday, January 04, 2011 2:51 PM
To: Barney Helmick
Subject: Re: Incident at FLG

Barney,

Can you describe the runway / weather conditions the day of the accident.

Thanks

Steve Meisner
Principal Maintenance Inspector
Scottsdale FSDO
(480) 419-0330 ext. 247

From: Barney Helmick <[REDACTED]>
To: Steven L Meisner <[REDACTED]>, Daniel K Gilligan <[REDACTED]>
Cc: Paul Dingwell <[REDACTED]>
Date: 01/04/2011 01:40 PM
Subject: Incident at FLG

Gentleman

N67F @ Flagstaff
Mark Piper

to:

Steven L Meisner

01/04/2011 11:58 AM

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Steve,

I responded to the incident involving N67F at Flagstaff on 12-31-10. Arriving on the scene to find the pilot (Mark Peterson) & passenger (Steve Ritland) had self extricated and were walking around on the runway and taxiway around the aircraft. The aircraft N67F was standing on its nose in a snow bank on the north east corner of the A5-A6 infield with some damage visible to the left wing. Upon arriving at the scene I asked both pilot and passenger if they required any medical attention both replied that they were fine (both are local Dr's so I didn't see any need to continue). At this point I asked what had happened the pilot said that they had ground looped the aircraft & he felt like they had caught a crosswind gust, the passenger also confirmed this (he is also rated in this aircraft). After the conference call with the FAA flight desk officer and the NTSB (T.C.) there was a question about the condition of the runway at the time of landing specifically the amount of ice present on the runway, my response to T.C. was that there was not much ice on the runway and none where the incident took place as witnessed by the skid marks left by the aircraft on the runway. As the aircraft was being recovered the pilot and passenger were having a conversation about what should have been done in a ground loop situation in this type aircraft vs. what actually had happened.

Mark Piper
Crew Chief
Flagstaff Airport
928-556-1234 [REDACTED]

FW: N 67F Aircraft incident 12/31/10
Paul Dingwell

to:

Steven L Meisner

01/04/2011 11:45 AM

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Paul Dingwell
Operations Supervisor
Flagstaff Airport
[REDACTED]

928-556-1250

From: Paul Dingwell
Sent: Tuesday, January 04, 2011 12:26 PM
To: [REDACTED]
Subject: N 67F Aircraft incident 12/31/10

Steve,

On 12/31/10 I was called to the airport for an accident involving N67F. Upon arrival I could hear the pilot Mark Peterson and passenger Stephen Ritland discussing how they had ground looped the aircraft. The runway was pretty much ice free and there was no ice present where they touched down.

Paul Dingwell
Operations Supervisor
Flagstaff Airport
[REDACTED]

928-556-1250

I arrived probably 15 to 20 minutes after the incident and met staff and the pilot/passenger on scene. Spoke to the pilot/passenger and asked if they were both OK. They advised they both were OK. The FBO and staff up righted the aircraft and it was hand pushed of the runway onto taxiway alpha. The FBO went back to their facility to get an electric tug to move the aircraft to the owners hangar. As it was extremely cold and it was going to take little time for the FBO to return I offered the gentleman to sit inside my vehicle and out of the cold. While waiting they discussed that a cross wind had put the plane in a ground loop and how it should have been handled to prevent this. I did not partake in the conversation about the incident.

Barney Helmick A.A.E.
Flagstaff Pulliam Airport
6200 S. Pulliam Dr., Suite 204
