

Cirrus N700YZ Accident – KMYF October 5, 2022

(times approximate and loca)l

11:56-11:58

Standing outside the Crownair FBO looking towards the runway complex. I noticed a Cirrus low over the runway westbound abeam the FBO's position. I would estimate approximately 10 -15 feet above the runway. What was repeated pitch oscillations, approximately at a cycle rate of 1.5-2.5 seconds. As a CFII and Cirrus owner, I mentioned to the line staff he should go around. The oscillations were significant and highly unusual even for PIO (Pilot Induced Oscillations).

As he continued to fly westbound, at the end of the runway the plane pitched up more significantly, then quickly descended nearly vertical to the ground. It appeared to be a stall, however since the view angle and low height AGL of the aircraft it was difficult to be certain from my vantage point. I also heard a rapid cycle of RPM changes towards the end of the runway while the plane was in flight, as if the pilot (or some other cause) rapidly changed the throttle position.

At that point I could see the impact and dust plume. Knowing it was an impact and potentially severe, I immediately proceeded to the site. I took a ramp vehicle with the Crownair line staff, along with a portable radio and drive to the site. MYF ground control cleared us to proceed.

11:59-12:00

At the airplane site, I approached from the right side. It was obvious the plane fuselage was significantly compromised with a debris field behind the aircraft that extended 60-70 yards. Fuel was draining onto the ground from the right wing – one of my first concerns was fire, however since the fuel was being absorbed by the uncovered surface it was minimal. I proceeded around the nose of the aircraft looking for occupants. The cockpit was only occupied by one person on the left (Pilot) and was significantly crushed. On the left side I saw the pilot unconscious and slumped over with an expended seat belt airbag in front of him. His restraints were continuous and secure. I noticed a significant portion of his scalp detached from his skull. With my hand I reattached the scalp to his skull and held it in place with my hand. We didn't have any first aid supplies. I then put my baseball cap on his head to help hold the scalp in place and applied pressure with my left hand. His breathing was labored. I opted not to try to push him back in the seat to avoid any additional injury, or spinal damage. He was unconscious, however I talked to him in an attempt to comfort him in case he could hear me. I stayed with him and with my hands ensured he did not slump forward and impede his breathing any more. I would estimate his breathing even more, and sometimes the rate would decrease.

Simultaneously I tried to find the CAPS handle safety pin to secure the parachute/rocket as well as locate the magneto switch and battery masters. The magneto switch was in both position, and Bat1 and Bat2 switches were on – and with the help of another individual turned both off.

I relinquished my position to the EMTs to extract the pilot. The condition of the cabin was essentially the same before and after they removed the pilot. I did notice that the circuit breaker for PFD A (one of the buses for the PFD) had popped.

I then assisted the Fire Department with securing the safety of the plane to prevent fire, etc. I turned off the fuel selector in the cockpit. It was on the left tank position prior to my turning it off. I confirmed that the right fuel tank was empty from the breach however the left-wing fuel tank, while partially compromised towards the aft and leaking slightly, had fuel. I suggested that we syphon the fuel rather than puncture the tank and try to drain it, which was successful.

I suggested that we now disconnect the main ship battery. I crawled underneath the aircraft with a firefighter, located both negative and positive battery cables and we cut them. They were firmly attached to the battery at the time.

My next step was to try and secure the CAPS rocket/parachute for safety of the responders. The pin in the CAPS handle was not in position, so the system was active. The chute/rocket cover was intact, however it appeared the impact of the crash had partially deployed the nylon webbing straps on the side of the fuselage. I was concerned that someone might try to move the plane and be at significant risk, since I was told that might be the next step after the FAA inspection.

I opened the right empennage access panel with a firefighter. Before I extracted the ELT, I listened on 121.5 on the handheld and didn't hear an ELT signal. I then removed the ELT from the bracket and placed it in the OFF position. I believe it was in the ARM position. The rocket compartment was intact.

Photos

I was previously a Police Detective, and I wanted to ensure the site was documented before any potential movement or damage by vehicles. I'm providing access to the photos only to the FAA and NTSB, then will disable access.

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