

EAA CHAPTER 1445
FEBRUARY AVIATION ACCIDENT SUMMARY
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The following are the NTSB reports of aviation accidents that have occurred in Arizona from late December, thru late January. APA will use this detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others, and take the action necessary to prevent them from having similar accidents.

Aviation safety in this past reporting period was both good and bad. We did not have any accidents reported by the NTSB in the past reporting period, however, via the media we did learn of a Piper PA 28 accident approximately 10 miles southwest of Payson that claimed the life of the pilot and seriously injured two passengers.

This month's report is a bit long, as it looks like the NTSB had gone back thru last year's reports and released all the detailed accident reports that had been held up. As a result, there are 12 reports from last year that are covered in this reporting period.

The following are the details of what is presently available.

ACCIDENT IN THIS REPORTING PERIOD

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Accident Date: January 24, 2020

Location: Payson

Aircraft Type: Piper PA 28

Injuries: 1 Fatal 2 Serious

The NTSB has not issued an accident notice. Only media information is available.

THE FOLLOWING REPORTS WERE RELEASED IN THIS PAST REPORTING PERIOD.

Accident Date: April 26, 2019

Factual Report Dated: January 8, 2020

Title 14 CFR Part 91

Location: Gila Bend

Aircraft Type: Stearman PT17

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The biplane pilot reported that, during the landing roll, the airplane veered right, exited the runway to the right, and the left-wing tip impacted a ditch. The biplane sustained substantial damage to the left, lower wing spar.

The pilot reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Accident Date: May 23, 2019

Factual Report Dated: January 9, 2020

Title 14 CFR Part 91

Location: Nogalas

Aircraft Type: Cessna 172

Injuries: 2 Uninjured

GROUND COLLISION

The flight instructor reported that, after landing, he gave the controls to the student to let him taxi to the ramp. After entering the ramp, the student taxied the airplane towards an unoccupied parking spot. The instructor added that the student was taught to stop the airplane perpendicular to the landing spot, shut down the engine, and use the tow bar to back the airplane into the unoccupied spot, per company policy.

The instructor further reported that as the student passed a parked fuel truck adjacent the parking spot, he maneuvered the airplane into the parking spot instead of following company policy and during the left turn, the instructor saw that the left-wing tip was getting close to the truck, so he applied brakes and told the student to stop the airplane, but the airplane's left wing struck the truck.

The student reported that he did not follow company policy.

The airplane sustained substantial damage to the left-wing spar.

The chief flight instructor reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Accident Date: August 30, 2019

Factual Report Dated: January 2, 2020

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Luscombe 8A

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The pilot in the right seat of the tailwheel-equipped airplane reported that, he had just sold the airplane to the pilot in the left seat. The right seat pilot was on the controls, and during a wheel landing, the airplane encountered a wind gust from the right. The airplane veered right, and he "apparently over-corrected," to the left. The airplane exited the left side of the runway and the right wing struck the ground. The airplane was not equipped with brakes on the left seat pilot's side. The airplane sustained substantial damage to the right wing spar and aileron.

The airport's METAR reported that about the time of the accident, the wind was from 290° at 10 knots. One hour prior to the accident, gusts were reported at 17 knots, and one hour after the accident, gusts were reported at 20 knots. The pilot landed on runway 21L.

The pilot reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Accident Date: September 27, 2019
Factual Report Dated: December 30, 2019
Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Diamond DA 40
Injuries: 1 Uninjured

RUNWAY EXCURSION

The pilot reported that, he intended to do touch-and-goes in the local traffic pattern. While on the downwind leg, the air traffic controller cleared him to land. During the landing roll, past the halfway point on the runway, he increased the engine power to full to takeoff and told the controller that he was doing a "go-around". The controller immediately instructed him to exit the runway on to the last taxiway so the pilot "cut the entire power", applied brakes and full right rudder, but the airplane skidded, exited the runway and impacted a concrete barrier. The airplane sustained substantial damage to the forward, lower fuselage.

The flight safety officer reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot added that he wanted to do touch and goes but did not accurately communicate his intentions to the air traffic controller.

Accident Date: October 14, 2019
Factual Report Dated: January 22, 2020
Title 14 CFR Part 91
Location: Buckeye
Aircraft Type: AEROPRO CZ A220
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The pilot in the tailwheel-equipped airplane reported that during landing, the airplane encountered crosswind gusts from the left, and the pilot aborted the landing. The airplane drifted to the right and over the runways edge, and the tailwheel struck the brush off the right side of the runway. The airplane's airspeed decreased and the left wing "dipped into the wind." The airplane touched down on the left main landing gear and the landing gear collapsed. The airplane sustained substantial damage to the left wing.

The pilot reported that about the time of the accident, the wind was from 90° at 9 knots. The pilot landed the airplane on runway 17.

The pilot reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Accident Date: October 18, 2019

Factual Report Dated: January 22, 2020

Title 14 CFR Part 91

Location: Marble Canyon

Aircraft Type: Titan Tornado II

Injuries: 1 Uninjured

LOSS OF CONTROL TAKING OFF

The pilot reported that, during the takeoff roll, a "gust came up" and the airplane exited the runway to the right on to the sand hummocks, the landing gears collapsed, and the airplane impacted terrain. The airplane sustained substantial damage to the horizontal stabilizer.

The pilot reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation station located on an airport about 12 nm away reported that, about 15 minutes before the accident, the wind was from 350° at 6 knots. The pilot reported that the was variable at 5 knots, gusting up to 15 knots. The airplane departed on runway 21.

Accident Date: December 5, 2019

Preliminary Report Dated: January 22, 2020

Title 14 CFR Part 91

Location: Pima

Aircraft Type: Vans RV6

Injuries: 2 Minor

INFLIGHT LOSS OF POWER

On December 5, 2019, about 1520 MST, an experimental Vans RV-6 airplane experienced a total loss of engine power and executed a forced landing onto a field about 2 miles from Pima, Arizona. The private pilot and passenger sustained minor injuries; and the airplane's empennage exhibited substantial damage. Visual meteorological conditions prevailed for the personal flight, and no flight plan was filed. The local flight departed from the Safford Regional Airport (SAD), at about 1500.

The pilot reported that while cruising westbound at 1,100 feet above ground level the engine stopped without warning. The propeller continued to windmill, but there was no power from the engine. He initiated a 180 degree turn back toward the airport and attempted to restart the engine, but to no avail. The pilot landed the airplane onto a cotton field; when the airplane touched down the landing gear sunk into the soft dirt and flipped over onto its back.

The airplane has been recovered for further examination.

Accident Date: December 8, 2019

Preliminary Report Dated: January 8, 2019

Title 14 CFR Part 91

Location: Flower Pot, AZ

Aircraft Type: Mooney M20C

Injuries: 1 Fatal

ATTEMPTED VMC FLIGHT IN IMC CONDITIONS - CONTROLLED FLIGHT INTO TERRAIN

On December 8, 2019, about 1300 MST, a Mooney model M20C airplane impacted terrain about 2 nm southwest of Flower Pot, Arizona. The pilot was fatally injured and the airplane was destroyed by impact forces and a post impact fire. Marginal visual meteorological conditions with potential instrument conditions and mountain obscuration prevailed for the personal flight, which was not on a flight plan. The flight originated from the Flagstaff Pulliam Airport (FLG), at an unconfirmed time, and was destined for Deer Valley Airport (DVT).

The accident site was discovered by a rancher on the morning of December 13, 2019. There were no witnesses to the impact, but witnesses that saw the airplane on December 8, 2019 came forward once they discovered that the airplane had crashed. The witnesses were driving in a car southbound on Interstate 17 near Munds Park, Arizona, when an orange and white low-wing airplane flew over their car at low altitude. The witnesses reported that the weather conditions at that time consisted of a low ceiling but with good visibility below the clouds. The witnesses provided 3 pictures of the airplane that they had taken from their car. The pictures showed the airplane traveling in the same direction as the car close to the ground. The witnesses said they watched the airplane and it appeared to be following the road. The pictures also showed low clouds with obscuration of mountain peaks in the background of the image. The witnesses reported that about 20 minutes after taking the pictures, when they were about where the airplane was reported to have crashed, the visibility had reduced to about 1/4 mile and the clouds were right on the ground. Subsequent to the witness report, preliminary radar track data for an aircraft traveling along interstate 17 on December 8, 2019 was found.

The airplane impacted the ground about 1 mile east of interstate 17 on a heading of about 60 degrees. The main wreckage came to rest about 320 ft from the initial impact point.

During the investigation it was discovered that the pilot had purchased the airplane on December 4, 2019.

Accident Date: December 11, 2019

Preliminary Report Dated: January 6, 2020

Title 14 CFR Part 91

Location: Phoenix

Piper PA 34-200T

Injuries: 2 Uninjured

LOSS OF POWER DURING LANDING

On December 11, 2019, about 0822 MST, a Piper PA-34-200T airplane sustained substantial damage during a forced landing near Deer Valley Airport (DVT). The commercial pilot and passenger were not injured. Visual meteorological conditions prevailed for the personal flight, and no flight plan was filed for the cross-country flight which originated from Sedona Airport (SEZ), about 0745 with an intended destination of DVT.

The pilot reported that the morning of the accident, he had flown from Payson to SEZ to pick up a passenger, prior to flying to DVT. Following an uneventful flight, the DVT tower controller vectored him for landing on runway 7R. The pilot stated that while on final approach to runway 7R, he went to apply power and realized that both engines had lost power. Despite the pilot's troubleshooting, he was unable to restore engine power and initiated a forced landing to a nearby road. During the landing sequence, the airplane struck unoccupied vehicles prior to coming to rest upright on a road about 1 mile west of DVT.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the right wing was separated from the fuselage.

Accident Date: December 21 2019

Preliminary Report Dated: January 22, 2020

Title 14 CFR Part 91

Location: Goodyear

Aircraft Type: Cessna 182

Injuries: 1 Fatal

STRUCK POWER LINES ON APPROACH TO LANDING

On December 21, 2019, at 1822 MST, a Cessna 182F struck power lines while on approach to land for runway 03 at Phoenix Goodyear Airport (GYR). The pilot, the sole occupant, was fatally injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the local area personal flight and no flight plan had been filed.

The pilot's spouse stated that she had driven him to Glendale airport earlier that day so that he could pick up his airplane from an avionics shop; he had had an ADSB system installed. When he got to Glendale, he had trouble getting the ADSB system to work, and spent the next 2 hours with the avionics shop trying to rectify the issue. After 2 hours, the pilot called his wife to let her know what the situation was and that he was going to fly back to the airport. He believed the issue was a software problem, and that he needed to update the GARMIN software in order to get the ADSB to work properly. The wife stated that the pilot returned to the house updated the software and returned to GYR to conduct a check flight of the ADSB. At 1801, the pilot texted his wife to let her know that everything looked great and he was going for a short flight.

Radar data provided by the Federal Aviation Administration (FAA), identified the airplane's flight track. The radar track showed two full circles and then a return toward the airport.

Responding law enforcement reported that the airplane had impacted high-tension power lines about 1 mile south of the airport. The power lines are approximately 100 ft above ground level (agl) and are unmarked and unlighted.

Investigators from the National Transportation Safety Board (NTSB), FAA inspectors, and investigators from Textron Aviation and Continental Aerospace Technologies responded to the accident site. The entire airplane came to rest inverted on the ground underneath power lines. The engine was exposed but remained attached at the engine mounts to the airframe. There were no obvious holes in the engine case.

Accident Date: December 22, 2019

Preliminary Report Dated: January 6, 2020

Title 14 CFR Part 91

Location: Lake Havasu

Aircraft Type: Cosmos Phase II

Injuries: UNK

The NTSB has not yet released the detailed accident report for review.

Accident Date: December 23, 2019

Preliminary Report Dated: January 3, 2020

Title 14 CFR Part 91

Location: Chandler

Aircraft Type: Piper PA 28

Injuries: UNK

The NTSB has not yet released the detailed accident report for review.