

**EAA CHAPTER 1445
JUNE AVIATION ACCIDENT SUMMARY
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The following are the NTSB reports of aviation accidents that have occurred in Arizona from May thru mid June. We should use the following 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.

This past reporting period was certainly not the greatest, as at the very end of the reporting period we had two fatal accidents occurring on the same day. Up until these fatalities, all the accidents have not produced injuries of any significance. There were five accidents in the May - June time frame with three of them being minor in nature, and then, two fatal accidents in the same day.

The Coronavirus has no doubt kept the number of accidents down, and hopefully pilots have been a bit more careful also, but yet, to end the reporting period with two fatalities is certainly not good.

THE FOLLOWING ACCIDENT REPORTS WERE RELEASED IN THE PAST REPORTING PERIOD

Accident Date: May 13, 2020
Preliminary Report Dated: June 2, 2020
Title 14 CFR Part 91
Location: Phoenix (DVT)
Aircraft Type: Mooney M20J
Injuries: 2 Uninjured

MAJOR ENGINE FAILURE INFLIGHT

On May 13, 2020, about 0842 MST, a Mooney M20J airplane was substantially damaged when it was involved in an accident near Phoenix Deer Valley Airport (DVT). The commercial pilot and passenger were not injured.

According to the pilot, the purpose of the personal flight was to observe the airplane's performance following a propeller overhaul that was completed about 2 weeks prior. The pilot performed two initial ground runs prior to the accident, but was unable to achieve maximum takeoff rpm on either occasion. Following each ground run, the pilot would return the airplane

to his hangar where an airframe and power plant mechanic would make adjustments to the propeller governor.

On the day of the accident, the pilot departed with the mechanic onboard and observed 2,580 rpm on the tachometer as he climbed to 6,000 ft mean sea level. He then leveled off and retarded the throttle to 2,500 rpm. After observing a stable cruise power setting for several minutes, they decided to return to DVT. However, almost immediately the engine advanced to 2,850 rpm without any intervention from the pilot who promptly retarded the propeller lever until he observed 15 inches Hg on the manifold pressure gauge. At this time, the engine continued to function, but it sounded erratic and could not be manipulated by throttle movement.

They were about 2.5 nm from the airport and in a descent when they encountered catastrophic engine failure and lost all power. The pilot selected a landing area with minimal vegetation and deployed the landing gear. During touchdown, the airplane landed hard and slid before it came to rest in a shallow gulley.

The airplane and engine were recovered for examination.

No detailed pilot information was available.

Accident Date: May 14, 2020
Preliminary Report Dated: May 27, 2020
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Cessna 172P
Injuries: 1 Uninjured

LOSS OF ENGINE POWER INFLIGHT

On May 14, 2020, about 0950 MST, a Cessna 172P airplane was substantially damaged when it was involved in an accident near Tucson. The pilot was not injured.

The pilot was engaged in an aerial survey flight, and reported that about 3 hours and 50 minutes into the flight the engine began to sputter. The pilot verified the fuel selector was in the "both" position, checked the magnetos, and pushed the mixture full forward. He pumped the throttle and was able to get a surge in engine power, but it would not sustain. He initiated a forced landing onto a roadway, however, during landing, the airplane encountered a downdraft and landed short of the road.

Local law enforcement reported that the fuel selector was in the "both" position. The left fuel tank was empty and the right fuel tank contained "a large quantity of fuel".

No detailed pilot information was available.

Accident Date: May 16, 2020
Preliminary Report Dated: June 3, 2020
Location: Buckeye
Aircraft Type: AIR CREATION TANARG (Ultra Light Trike)
Injuries: Unk.

The Preliminary Report was not released for review.

Accident Date: June 9, 2020
Preliminary Report: Information from ASN and Media
Location: Safford
Aircraft Type: RV-4
Injuries: 1 Fatality

CONTROLLED FLIGHT INTO TERRAIN

The aircraft impacted hillside terrain while on approach to Safford Regional Airport (SAD). The airplane sustained substantial damage and the sole pilot onboard received fatal injuries.

Accident Date: June 9, 2020
Preliminary Report: Information from ASN and Media
Location: Maricopa (A39)
Aircraft Type: Zenair CH601 HDS
Injuries: 1 Fatality

CONTROLLED FLIGHT INTO TERRAIN

The airplane departed Deer Valley Airport (DVT) with a destination of Ak Chin Regional Airport (A39). For unknown reasons the airplane collided with the top of a hill in the down wind leg for RWY 22L at Ak Chin Airport.

THE FOLLOWING ACCIDENT OCCURRED AT AN EARLIER DATE BUT THE FACTUAL REPORT WAS RELEASED IN THE PAST REPORTING PERIOD

Accident Date: April 24, 2020
Factual Report Dated: May 20, 2020
Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Bell UH 1H
Injuries: 1 Uninjured

IN FLIGHT LOSS OF CONTROL

On April 24, 2020, about 1600 MST a Bell UH-1H helicopter was substantially damaged when it was involved in an accident in Mesa, Arizona. The pilot was fatally injured, and the passenger was seriously injured.

Witnesses reported they observed the helicopter, on a relocation flight, flying low towards Falcon Field Airport (FFZ), with white smoke coming from the rear rotor area. Suddenly, the tail rotor separated from the helicopter and landed in a dirt lot below. The helicopter continued northeast as it started to spin and impact the ground.

On scene examination by a Federal Aviation Administration Inspector indicated that the debris field was about 1/2 mile, extending along a generally northeast direction. The first identified piece of debris were fragments of glass, which were consistent with a navigation light on the vertical stabilizer. About 200 yards further northeast was the tail rotor assembly, and the input pinion gear assembly. The rest of the helicopter came to rest about 1/2 mile further northeast in an open, slightly sloped field. The first pieces of debris in the field were the vertical stabilizer and a portion of the horizontal stabilizer followed by two long and narrow ground strikes consistent with main rotor blade strikes. Immediately following this area was the main wreckage; the helicopter came to rest slightly nose, and left side low, along a heading of about 49 degrees. The helicopter exhibited upward crushing throughout the cabin and fuselage, most extensively on the left side of the fuselage. The mast and the main transmission were displaced forward, and the main rotor assembly was fracture separated. The main rotor blade assembly was the last major piece of debris located about 20 yards northeast of the main wreckage.

No detailed pilot information was available.