

**EAA CHAPTER 1445**  
**MARCH & APRIL AVIATION ACCIDENT SUMMARY**  
**by Jim Timm**  
**Arizona Pilots Association**

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late January, thru late February. 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 have four accidents reported by the NTSB in the reporting period, and they didn't release a detailed accident report on two of the accidents, only an accident notice. These were apparently minor in nature and there were no fatalities, and the injuries, if any, were most likely minor. A report from the previous month had it's detailed report released this reporting period, and it's included in this report.

To review how we have been doing;

In a review the of the Arizona aviation accidents that were reported by the NTSB in year 2019, there were 47 reported accidents involving 97 people. Of the 97, there were six (6) fatalities, six (6) serious injuries, seven (7) minor injuries, and seventy eight (78) persons uninjured. Of the six fatalities reported, two of the fatalities were the result of a helicopter flight test accident that was being conducted as an FAR Part 91 operation, and not a commercial flight.

To see how we have been doing accident-wise, lets take a look at the two previous years.

The year 2018 we had 60 accidents with 106 people involved, with 17 fatalities and 9 serious injuries.

The year, 2017 also had 47 accidents reported, with 83 people involved, resulting in 13 fatalities, and 6 serious injuries.

Based on these numbers it would appear that we might be making some inroads in the pilot population with our safety seminars, thanks to our diligent FFAST team members. In any event, please keep flying safely.

The following are the details of what is presently available.

**ACCIDENTS IN THIS REPORTING PERIOD**

Accident Date: January 18, 2020  
Preliminary Report Dated: February 10, 2020  
Title 14 CFR Part 91  
Location: Gold Canyon  
Aircraft Type: Powrachute Airwolf  
Injuries: Unknown

**Preliminary Report information was not released.**

**Accident Date: January 24, 2020**

Preliminary Report Dated: February 26, 2020

Title 14 CFR Part 91

Location: Payson

Aircraft Type: Piper PA 28-140

Injuries: 1 Fatal 2 Serious

**CONTROLLED FLIGHT INTO TERRAIN**

On January 24, 2020, about 0911 MST, a Piper PA28-140, airplane impacted mountainous terrain about 10 miles southwest of Payson Airport (PAN), Payson, Arizona. The private pilot and one passenger were seriously injured, another passenger was fatally injured. The airplane was destroyed, and a post accident fire ensued. Visual meteorological conditions prevailed, and no flight plan was filed for the personal cross-country flight. The flight originated from PAN, at about 0900.

The pilot stated in an interview that after a flight earlier that morning from Falcon Field Airport (FFZ), Mesa, Arizona, he landed in PAN, refueled, and departed for the return flight back to FFZ. During the return flight, the pilot decided to fly over the mountains southwest of their position. He stated that he flew about 1,000 ft above ground level (agl) over the mountains, while the passengers were spotting wildlife on the terrain below. The pilot stated the airplane was running well and doesn't remember anything else until waking up in a small creek at the accident site.

Preliminary flight track data showed the airplane depart PAN and flew to the Mazatzal Mountain Range. While maintaining an altitude of about 1,000 ft agl above the mountainous terrain, the airplane made a 280° turning maneuver, then descended over a canyon. About a half mile from the accident site, the flight track turned left and the turn radius increased before the track data ceased. The last recorded flight track data point was located about 500 ft from the accident site and about 200 ft agl.

Examination of the accident site revealed the airplane impacted steep brush covered terrain. The wreckage included all major structural airplane components, and primary flight controls were contained within the debris field that was about 145 ft long and oriented on a magnetic heading of about 35°. The propeller was found about halfway through the debris field and the blades revealed leading edge gouging and loss of blade material at the tips. The main wreckage was found on top of rocks located along a stream. The cabin and forward fuselage were mostly consumed by post impact fire. The left wing and empennage were found partially attached to the main wreckage and had post impact fire damage.

Accident Date: January 25, 2020

Factual Report Dated: March 4, 2020

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Cessna 150

Injuries: 2 Uninjured

**VERY HARD LANDING**

The pilot reported that during the descent for a touch-and-go landing, the airplane was not descending and he noticed that he was high on the approach. The pilot trimmed the airplane for a more nose down attitude and extended the flaps to 40°. Throughout the descent, the pilot had a difficult time controlling the airplane as he experienced updrafts and a tailwind. After passing the touchdown point on the runway, the airplane stalled and landed hard on the runway, bouncing several times. The airplane sustained substantial damage to the engine mount assembly.

Accident Date: January 27, 2020  
Preliminary Report Dated: January 30, 2020  
Title 14 CFR Part 91  
Location: Eloy  
Aircraft Type: Cessna 180  
Injuries: Unknown

**Preliminary Report information was not released.**

Accident Date: February 4, 2020  
Factual Report Dated: March 4, 2020  
Title 14 CFR Part 91  
Location: Mesa  
Aircraft Type: Piper PA 28-181  
Injuries: 2 Uninjured

### **LOSS OF CONTROL ON TAKE OFF**

The flight instructor reported that she briefed the soft-field takeoff procedure with her student while holding short for the active runway. After the flight was cleared for takeoff, the student pilot aligned the airplane with the runway center line, advanced the throttle to the full power position, and released aft pressure from the yoke. During the ground roll, the instructor briefly lost sight of the runway and when the runway reappeared, she observed the airplane rapidly veering to the left. The instructor applied full right rudder and right aileron control as they had lost directional control, but the airplane continued to the left. Unable to remediate the turn, the instructor reduced engine power, but quickly restored it with the intent of flying the airplane back to the runway as the airplane had just become airborne. However, the airplane rolled to the left, the stall horn came on and then they touched down on the taxiway and impacted a parked airplane. The right wing and left aileron were substantially damaged.