

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Alpine State: WY
 ZIP: 83128 Country: United States of America
 Latitude: 43.10754 N Longitude: 111.03175 W
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 09/27/2025 Local Time: 7:25
mm/dd/yyyy Time Zone: MOUNTAIN

Collision with Other Aircraft: ☐ Midair ☐ On-ground ☒ None

AIRCRAFT INFORMATION

Registration Number: N101NX
 Manufacturer: DAHER/ Socata
 Model: TBM 700
 Serial Number: 309
 Year of Manufacture: 2004
 Amateur-Built: ☐ Yes ☒ No If Yes: ☐ Kit/Plans ☐ Original Design Make: _____

☒ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: 7394 lbs
 Weight at Time of Accident/Incident: 5505.26 lbs
 Number of Seats: 6 Flight Crew Seats: 2
 Cabin Crew Seats: 0 Passenger Seats: 4
 Number of Engines: 1

Category of Aircraft

- ☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift
☐ Rocket
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate

(Check all that apply)

- | Standard | Special |
|---|---|
| ☒ Normal | ☐ Restricted |
| ☐ Aerobatic | ☐ Limited |
| ☐ Balloon | ☐ Provisional |
| ☐ Commuter | ☐ Special Flight |
| ☐ Transport | ☐ Experimental |
| ☐ Utility | ☐ Special Light-Sport |
| | ☐ Experimental Light-Sport |
| ☐ Certificate of Authorization or Waiver (COA) | |
| ☐ None ☐ Unknown | |

Landing Gear

(Check all that apply)

- ☐ Retractable
- ☒ Tricycle ☐ Tailwheel
- ☐ Amphibian ☐ High Skid
- ☐ Emergency Float ☐ Skid
- ☐ Float ☐ Ski
- ☐ Hull ☐ Ski/Wheel
- ☐ Other Launch/Recovery System
- ☐ None ☐ Unknown

Engine Type (Select one)

- | | |
|---|-------------------------------------|
| ☐ Reciprocating | ☐ Liquid Rocket |
| ☐ Turbo Shaft | ☐ Solid Rocket |
| ☒ Turbo Prop | ☐ Hybrid Rocket |
| ☐ Turbo Jet | ☐ None |
| ☐ Turbo Fan | ☐ Unknown |
| ☐ Electric | |

Fuel System Type (Reciprocating)

- ☐ Carburetor ☐ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	PRATT & WHITTNEY CAN	PT6A-64			700 SHP			
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

- ☐ 100-Hour ☐ Continuous Airworthiness
☐ AAIIP ☐ Conditional Inspection
☐ Annual ☐ Unknown

Date Last Inspection: 08/01/2025
mm/dd/yyyy

Airframe Total Time: 3458.3 hrs
 hours measured at *(Select one)*
☒ Last Inspection ☐ Time of Accident/Incident

Type of Maintenance Program (Select one)

- ☒ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☐ Continuous Airworthiness
☐ Other, specify: _____

Description of Fire Extinguishing System

- ☒ None
☐ Specify: _____

Propeller 1

- ☐ Fixed Pitch
☒ Controllable Pitch
☐ Ground Adjustable

Manufacturer: Hartzell

Model: HC-E4N-3/E90835(K)

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: ACR/ARTEX

Model or Part No.: ELT C406-1P/N:542-01

TSO No.: ☐ C91 (121.5 MHz) ☐ C91a (121.5 MHz)
☒ C126 (406 MHz)

Was ELT still mounted in aircraft? ☒ Yes ☐ No

Was ELT still connected to antenna? ☒ Yes ☐ No

Did ELT Activate? ☐ Yes ☒ No

If activated:

Did ELT Aid in Locating Aircraft: ☐ Yes ☒ No

If not activated:

- Indicate Reason: ☐ Impact Damage
☐ Fire Damage
☐ Battery Expired/Damaged
☐ Unknown

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

Additional Equipment (Check all that apply)

- ☒ ADS-B
☐ Airframe Parachute
☐ Angle of Attack Indicator
☒ Autopilot
☐ Data Recorder
☒ Electronic Flight Bag or Handheld Device
☒ Electronic Multifunction Display
☒ Electronic Primary Flight Display
☐ Handheld GPS
☐ Heads Up Display
☒ Onboard Weather
☐ Satellite Tracking Device
☒ Stall Warning System
☐ Video Recording Device
☐ Other, Specify: _____

OWNER/OPERATOR INFORMATION**Registered Aircraft Owner**Name: Venture Pilot's AssociationCity: AlpineState: WYZIP: 83128Fractional Ownership Aircraft: ☐ Yes ☒ NoCountry: United States of America**Operator of Aircraft**☒ Same As Registered Owner☒ Same Address as Registered OwnerName: [REDACTED]City: Alpine

Doing Business As: _____

State: WYZIP: 83128

Air Carrier/Operator Designator (4 Character Code): _____

Country: United States of America**Operating Certificates Held**

(Check all that apply)

- ☒ None
☐ Flag Carrier Operating Certificate (FAR 121)
☐ Supplemental
☐ Air Cargo
☐ Foreign Air Carriers (FAR 129)
☐ Rotorcraft External Load (FAR 133)
☐ Commuter Air Carrier (FAR 135)
☐ On-Demand Air Taxi (FAR 135)
☐ Commercial Air Tour (FAR 136)
☐ Agricultural Aircraft (FAR 137)
☐ Pilot School (FAR 141)
☐ Certificate of Authorization or Waiver (COA)
☐ Commercial Space Transportation
Experimental Permit
☐ Commercial Space Transportation License
☐ Other Operator of Large Aircraft

Regulation Flight Conducted Under

- ☒ FAR 91 ☐ FAR 129 ☐ FAR 415
☐ FAR 103 ☐ FAR 133 ☐ FAR 431
☐ FAR 121 ☐ FAR 135 ☐ FAR 435
☐ FAR 125 ☐ FAR 137 ☐ FAR 437
- ☐ FAR 91 Special Flight
☐ Non-US, Commercial
☐ Non-US, Non-commercial
- ☐ Public Aircraft (Select one)
☐ Armed Forces
☐ Federal
☐ State
☐ Local
☐ Unknown

Revenue Operation for FAR 121, 125, 129, 135

(Select one for each group)

- ☐ Scheduled or Commuter ☐ Domestic
☐ Non-Scheduled or Air Taxi ☐ International
- ☐ Passenger
☐ Cargo
☐ Mail Contract Only

Purpose of Flight for FAR 91, 103, 133, 137

(Select one)

- ☐ Aerial Application ☐ Firefighting ☐ Unknown
☐ Aerial Observation ☐ Flight Test
☐ Air Drop ☐ Glider Tow
☐ Air Race/Show ☐ Instructional
☐ Banner Tow ☐ Other Work Use
☐ Business ☒ Personal
☐ Executive/Corporate ☐ Positioning
☐ External Load ☐ Skydiving
☐ Ferry

Revenue Sightseeing Flight☐ Yes ☒ No**Air Medical Flight**☐ Yes ☒ No**AIRPORT INFORMATION** (Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)

Airport Name: _____

Distance From Airport Center: _____ sm

Airport Identifier: _____

Direction From Airport: _____ degrees true

Proximity to Airport: ☐ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A

Airport Elevation: _____ ft. msl

Runway Information

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft

Runway/Landing Surface (Check all that apply)

- ☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood
☐ Dirt ☐ Ice ☐ Snow ☐ Unknown

Condition of Runway/Landing Surface (Check all that apply)

- ☒ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☒ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft
☐ Slush-Covered ☐ Vegetation ☐ Unknown

Approach/Departure Segment (Select one)

- ☐ Taxi ☐ VFR Departure ☐ On Instrument Approach ☐ Downwind ☐ Low Approach
☐ Takeoff ☐ IFR Departure Procedure/Clearance ☐ Landing ☐ Base ☐ Go Around
☐ Initial Climb ☐ Final ☐ Aborted Landing (after touchdown)
☐ Crosswind ☐ Unknown

IFR Approach (Check all that apply)

- ☐ None
☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice
☐ SDF ☐ Sidestep ☐ LDA ☐ GPS
☐ VOR/TVOR ☐ ILS ☐ ASR
☐ VOR/DME ☐ Localizer Only ☐ Visual
☐ TACAN ☐ LOC-back course ☐ Contact
☐ RNAV ☐ Circling
☐ Unknown

VFR Approach (Check all that apply)

- ☐ None
☐ Traffic Pattern ☐ Stop and Go
☐ Straight-In ☐ Touch and Go
☐ Valley/Terrain Following ☐ Simulated Forced Landing
☐ Go Around ☐ Forced Landing
☐ Full Stop ☐ Precautionary Landing
☐ Unknown

"FLIGHT CREWMEMBER 1" INFORMATION**"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident**

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

"Flight Crewmember 1" was pilot flying ☒ Yes ☐ No

"Flight Crewmember 1" Identification

First Name: [REDACTED]

City of Residence: Alpine

Middle Initial: [REDACTED]

State: Wyoming ZIP: 83128

Last Name: [REDACTED]

Country: United States of America

Age at time of Accident/Incident: 55 Date of Birth: [REDACTED] mm/dd/yyyy

Certificate Number: [REDACTED]

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Restraint Type**Available**

☐ None
☐ Lap only
☐ 3-point
☒ 4-point
☐ 5-point
☐ Unknown

Used

☐ None
☐ Lap only
☐ 3-point
☒ 4-point
☐ 5-point
☐ Unknown

Inflatable Restraints

☒ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) (Check all that apply)

☐ None ☒ Flight Instructor ☒ Commercial ☐ US Military
☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation

☐ Pilot
☒ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☒ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers ☐ Unknown
☒ With limitations/waivers ☐ N/A
☐ Special Issuance

Date of Last Medical

5/21/2024
mm/dd/yyyy

Medical Certificate Limitations

Must wear/have access to corrective lens(es)

Medical Certificate Special Issuance

**Date of Last Flight Review
or Equivalent, Including
FAR 121/135 Checks:**

07/18/2025
mm/dd/yyyy

Flight Review Aircraft

Make: Cirrus

Model: SR20

Airplane Rating(s)

(Check all that apply)

☐ None
☒ Single-Engine Land
☒ Single-Engine Sea
☒ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)

☐ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)

☐ None
☒ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)

☐ None ☒ Instrument Airplane
☒ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

- SF-50 (Vision Jet) — PIC privileges
- HA-420 (HondaJet) — SIC privileges only

Student Endorsements (Include dates)

Flight Time (Enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	3,831	318								
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days	38									
Last 30 Days	32									
Last 24 Hours										

"FLIGHT CREWMEMBER 2" INFORMATION

"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident

☐ Pilot
 ☐ Co-Pilot
 ☐ Student Pilot
 ☐ Flight Instructor
 ☐ Check Pilot
 ☐ Flight Engineer
 ☐ Other Flight Crew

"Flight Crewmember 2" was pilot flying ☐ Yes ☐ No

"Flight Crewmember 2" Identification

First Name: _____ City of Residence: _____

Middle Initial: _____ State: _____ ZIP: _____

Last Name: _____ Country: _____

Age at time of Accident/Incident: _____ Date of Birth: _____ mm/dd/yyyy

Certificate Number: _____

Degree of Injury

☐ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☐ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Restraint Type

Available

☐ None
☐ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Used

☐ None
☐ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Inflatable Restraints

☐ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation

☐ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☐ Special Issuance

Date of Last Medical

_____ mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Special Issuance

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

_____ mm/dd/yyyy

Flight Review Aircraft

Make: _____

Model: _____

Airplane Rating(s)

(Check all that apply)

☐ None
☐ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)

☐ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)

☐ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)

☐ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

Student Endorsements (Include dates)

Flight Time (Enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)									
Crew Name and Address					Seat Occupied		Injury		
First Name: _____		City of Residence: _____			☐ Left ☐ Center ☐ Right ☐ Front ☐ Rear ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown		
Middle Initial: _____		State: _____ ZIP: _____							
Last Name: _____		Country: _____							
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign					Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown		
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No				Total Flight Time at the Time of this Accident/Incident: _____ hrs					
Crew Name and Address					Seat Occupied		Injury		
First Name: _____		City of Residence: _____			☐ Left ☐ Center ☐ Right ☐ Front ☐ Rear ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown		
Middle Initial: _____		State: _____ ZIP: _____							
Last Name: _____		Country: _____							
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign					Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown		
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No				Total Flight Time at the Time of this Accident/Incident: _____ hrs					
PASSENGER(S) / OTHER PERSONNEL (Include cabin crew; continue on separate sheet if necessary)									
Name and Address			Seat	Injury	Restraint Type		Inflatable Restraints	Age	
First Name: [Redacted] City: <u>Wilson</u> Middle Initial: [Redacted] State: <u>WY</u> ZIP: <u>83014</u> Last Name: [Redacted] Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other			☐ Left ☐ Center ☒ Right ☐ Unknown Row: <u>3</u>	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☒ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Used ☐ None ☐ Lap Only ☒ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown	
First Name: [Redacted] City: <u>New York</u> Middle Initial: [Redacted] State: <u>NY</u> ZIP: <u>10011</u> Last Name: [Redacted] Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other			☐ Left ☐ Center ☒ Right ☐ Unknown Row: <u>1</u>	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☒ 4-point ☐ 5-point ☐ Unknown	Used ☐ None ☐ Lap Only ☐ 3-point ☒ 4-point ☐ 5-point ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown	
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other			☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown	
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other			☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown	

FLIGHT ITINERARY INFORMATION

Last Departure Point Airport ID: <u>KGPI</u> City: <u>Kalispell</u> State: <u>Montana</u> Country: <u>United States of America</u>	Time of Departure Time: _____ Time Zone: _____	Destination Airport ID: <u>46U</u> City: <u>Alpine</u> State: <u>Wyoming</u> Country: <u>United States of America</u>	Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No ☐ Unknown
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Type of ATC Clearance/Service (Check all that apply) ☒ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise ☒ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA				
Airspace where the accident/incident occurred (Check all that apply) ☐ Class A ☐ Class G ☐ Military Operations Area (MOA) ☐ Special ☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area ☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown ☐ Class D ☐ Prohibited Area ☐ TRSA ☒ Class E ☐ Restricted Area ☐ FAR 93				Altitude of In-Flight Occurrence: <u>13500</u> ft msl

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information (Check all that apply) ☐ National Weather Service ☐ Company ☐ Flight Service Station ☐ Military ☐ TV/Radio ☒ Internet ☐ Automated Report ☐ None ☐ Commercial Weather Service (DUATS) ☐ Unknown ☒ On-Board Weather		Weather Observation Facility Facility ID: _____ Observation Time: _____ Time Zone: _____ Distance from Accident Site: _____ nm Direction from Accident Site: _____ degrees true	
Basic Conditions ☒ VMC ☐ IMC ☐ Unknown	Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown ☒ Day ☐ Night ☐ Bright Night		
Sky/Lowest Cloud Condition ☒ Clear ☐ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered Lowest Cloud Condition Height _____ ft agl	Ceiling ☒ None (Clear) ☐ Obscured ☐ Broken ☐ Indefinite ☐ Overcast ☐ Unknown Ceiling Height _____ ft agl	Temperature: _____ (C) or <u>65</u> (F) Dew Point: _____ (C) or _____ (F) Altimeter Setting: <u>3004</u> in Hg or _____ MB	
Wind Direction ☒ Variable -or- Direction: _____ degrees true	Wind Speed ☒ Calm ☐ Light and Variable -or- Speed: _____ kts	Wind Gusts ☒ Not Gusting -or- Speed: _____ kts	Visibility <u>10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: <u>13500</u> ft
Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☒ N/A ☐ Unknown	Type of Precipitation (Check all that apply) ☒ None ☐ Drizzle ☐ Freezing Rain ☐ Rain ☐ Ice Pellets ☐ Snow Shower ☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower ☐ Hail ☐ Snow Grains ☐ Freezing Drizzle ☐ Rain Showers ☐ Ice Crystals		Restriction to Visibility (Check all that apply) ☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown
Icing Forecast Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☒ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown	Icing Actual Amount ☐ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☐ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown		Turbulence Type (Check all that apply) ☒ None ☐ Clear Air ☐ Terrain-Induced ☐ Convective Turbulence Severity ☐ Light ☐ Moderate ☐ Severe ☐ Extreme

NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:

DAMAGE TO AIRCRAFT AND OTHER PROPERTY**Aircraft Damage**

- ☐ None ☒ Substantial
☐ Minor ☐ Destroyed
 ☐ Unknown

Aircraft Fire

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Fire at Unknown Time
☐ On-Ground ☐ Unknown

Aircraft Explosion

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Explosion at Unknown Time
☐ On-Ground ☐ Unknown

Description of Damage to Aircraft and Other Property *(Use additional sheet if necessary)*

leading edge of left wing , impacted unseen fence posts and accumulated barbed wire; prop bent; landing gear collapsed -; hull damage - minor;

Property damage - cattle barbed wire fence; since repaired

NARRATIVE HISTORY OF FLIGHT *(Please type or print in ink)*

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and and location, services obtained, and intended destination. Provide as much detail as possible.

SEE ATTACHED: N101NX OFF AIRPORT LANDING / THE FLIGHT

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

SEE ATTACHED: HOW TO REMEDIATE AND PREVENT SIMILAR OCCURRENCE IN FUTURE

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)Was there Mechanical Malfunction/Failure? ☐ Yes ☒ No

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

The analog needles showed 20 gal per side, and agreed with GTN750 Fuel Planner at the time of loss of power.

Total Time/Cycles
On Part

_____ Hours

_____ Cycles

Time Since This Part
Inspected/Overhauled

_____ Hours

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff

(Convert from pounds, as necessary)

140 gal _____ Gallons

Fuel Type

☐ 80/87☐ 115/145☐ Jet B☐ Other, specify _____☐ 100 Low Lead☒ Jet A☐ JP8☐ 100/130☐ Jet A-1☐ Automotive

Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☒ Yes ☐ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

Pilot and Passenger exited through pilot door while one passenger exited through cargo door. pilot moved passengers a safe distance from the plane and waited for emergency services to arrive.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)

Aircraft Registration Number

Manufacturer: _____

Model: _____

Damage to Other Aircraft

☐ Destroyed☐ Minor☐ Substantial☒ None

Registered Owner of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

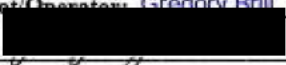
I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report

10/10/2025

mm/dd/yyyy

Name of Pilot/Operator: Gregory Brill

Signature: 

-- or --



Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____

Title: _____

Signature: _____

-- or --



Check here to electronically sign this document

FOR NTSB USE ONLY

NTSB Accident/Incident No.

ANC25LA116

Reviewed by NTSB Regional Office

AS-ANC

Name of Investigator

M.WARD

Date Report Received

10/16/2025

OFF AIRPORT LANDING:

At approximately 19:25 MT, N101NX (TBM700C) with three souls on board (myself, Gregory Brill, PIC and two passengers) on a KGPI->46U leg, in VFR ("severe clear") weather, experienced an engine out while setting up for the approach to 46U (the destination).

After a quick review of available options which included a) planned but potentially unpowered pattern to 46U b) Route 26 [freeway] or c) unpopulated field with dirt roadway and no visible obstacles, animals, or people, I reverted to my training, and elected to land straight ahead to said area I had picked out previously, specifically as an "out" for emergencies such as the one I was then experiencing.

Options a and b I quickly disregarded for reasons of safety for my passengers and people on the ground¹

I am very familiar with the destination landmarks, terrain, and populated areas surrounding 46U. As such, I alerted my passengers that we would be executing an emergency landing, told them we would be fine, verified their seatbelts were fastened and then executed a successful landing on the aforementioned area of land. We touched down on a clearly visible dirt road (Rocking M ranch, ultimately coming to a stop at **43.10754° N, 111.03175° W**) which, relative to my destination airport (46U "Alpine Airpark" and my primary residence) has a bearing 176 degrees and 5.14sm.

Upon touchdown rollout, I noticed a slight pull to the left which I ruddered against (this aircraft has rudder controlled nosewheel steering) but otherwise the landing was not remarkable until, once the aircraft was relatively slow and under control, there was a sudden and unexpected yaw, I believe to the left, at which point I believe I felt the gear collapse as we appeared to be "swung around" at speeds similar to a fast turn on an automobile. Then the aircraft ceased motion with a small spray of dirt on the windshield.

At this point, I ushered the passengers out, brought them a safe distance from the plane and determined that they and myself were unharmed. In communicating with emergency responders and local people who were quick to the scene, I further verified for them that fuel

¹ a) 46U is not only an airport, it is an *airpark* community with homes and hangars on either side of the runway, and town (alpine) homes on the 31 side along with significant terrain. Also obscuring terrain on the 13 side. Maneuvering an unpowered aircraft in a complex pattern raised the risk of spin/stall (common in this aircraft and subject of numerous investigations and reports) and/or the possibility of veering off or overrunning the runway and collision with persons and property. This was disregarded by me as an option.

b) Route 26 was disregarded, as a roadway populated by vehicles is never a preferred option when open, visible and flat terrain is available without the need for maneuvering.

was shut off and battery disconnected. I further observed that the aircraft was perpendicular to my landing track.

Upon further reviewing the aircraft, I noticed several coiling lines of barbed wire wrapped around the left wing root, and a significantly impacted region at the center of the same wing. The barbed wire connected to a number of small fence posts (lying on the ground) that constituted a small cattle separation fence that I could not see on my approach. Damage to the aircraft per interaction with the fence appeared substantial.

Responders confirmed that they would alert the NTSB and FAA, so I gave them a brief description of events whereupon they presented me a paper legal pad with NTSB and FAA contracts who would be reaching out to me, I took a photo of said document. Passengers and myself consulted with medics, and reported ourselves unharmed in any way and independently signed a waiver to refuse any kind of treatment.

THE FLIGHT

46U-KGPI

The purpose of the flight was a day-trip visit to Glacier Park (KGPI) Part 91. At approximately 1030 MT I performed a preflight and examined the weather. Specifically:

- 1) Noted the en-route weather was perfectly VFR, winds would be mostly perpendicular per a small, slow rotational whorl. METAR/TAF VFR, light winds.
- 2) Calculated and noted fuel needles pointing at 180 gallons (primary and only gauge for the 700C2) , calculated trip would be 336nm, and at the longest, roughly 100gallons and 1.2-1.4hrs. Expected to land with 80gallons, and would need to add fuel at KGPI for the return, calculated it would be 60 gallons but would make the final determination there.
- 3) Calculated Weight and Balance for myself and Daniel (the passenger and personal friend)

Departed 46U approximately 1045MT with Daniel, the passenger. Uneventful leg at 14,500,, noted TFRs for fire, and slight FU at roughly 10,000MSL that was consistent through most the leg. Landed 1208MT, verified was between 1.2-1.4hrs estimated, and needles showed 80 gallons remaining.

Confirmed 60 gallons would be sufficient, ordered fuel from Atlantic Aviation.

Departed for Glacier Park with Daniel (friend) in his rental car.

KGPI->46U

Returning from park visit, we (Daniel, Myself and an unanticipated passenger, Hannah, friend of Daniel who ended up visiting the park with us) arrived at KGPI approximately 17:15 MT.

I verified with the Atlantic receipt that 60 gallons had been put on board. Checked weather, Density Altitude weather/winds en route, METAR/TAF were approximately the same as our arrival. Checked fuel caps. Verified that Hannah's weight would still bring us within W&B.

On preflight, confirmed needles read 140 gallons, and entered/added the 60 gallons to the "Fuel Planner" of the 750GTN which tracks real-time fuel flow and provides a FOD (Fuel On Destination) indication that is very accurate. Checked that planner to the P.POS mode the fuel planner showed FOD (Fuel On Destination) at 46U (it consults the flight plan/FPL GPS and real-time fuel flow) between 40-50gal.

Departed for 46U approximately 1800hrs with 2 passengers, 140 gallons of fuel indicated by needle gauge.

Flight uneventful, 13,500, I continuously monitor and constantly reconcile the FOD on the flight planner with the needles and saw agreement. .

As I approached the destination (46U) I electronically set up with expectation of a pattern entry to either 13 right traffic or 31 left traffic.

At this point I began to encounter "ghost" CAS illuminations. "Ghost CAS" is my terminology for a CAS warning that must be acknowledged (pressing the ACK button to terminate the flash) but where there is not a corresponding CAS item on the board. Indications per the fuel needles, and the totalizer showed greater than 20gal per side. Shortly thereafter I would get a very briefly flickering FUEL L LO on the CAS board, but it would not remain illuminated.

Very shortly thereafter, I noted the AUX BOOST PUMP CAS engage solidly. Assuming a fuel issue, I prepared for a straight in, emergency off-field landing in an area I had pre-selected as an "out" or any kind of emergency. I felt the engine lose power. Pitched airplane for approach, then noted FUEL L LO and FUEL R LO then solidly illuminated.

I notified my passengers we would be performing an emergency off-field landing, but that we would be fine and to make sure they had their seatbelts fastened.

I disregarded all indications and concentrated solely on a controlled landing of the airplane.

HOW TO REMEDIATE AND PREVENT SIMILAR OCCURRENCE IN FUTURE

Having gone over these events and consulting IAs, A&Ps, practitioners in this space, here are 1) my conclusions and 2) the practices going forward that I will both employ and further, evangelise to the community.

Conclusions/Learnings:

- 1) **Conclusions/Learnings:** FAR Minimums, both VFR and IFR were calculated according to "time", and originally put in place in the 1930s under the Civil Aeronautics Board, and recodified in 1963 and exist the same under the present FARs. All that was known then was piston engines. HOWEVER, a 30 minute VFR reserve for a turbine, particularly an older one, is not sufficient to maintain a comfortable safety margin. SEL turbines carry three times the fuel of a piston on average, and, in some cases as in mine, there is no way to "stick the tanks" or get a site on the actual level other than the analog needles. There is a "shake the wing" auditory test, but that is laughable and nowhere close to a primary indication. PT6-SEL Turbo-props may burn anywhere from 30-70gph, in my case the PT-64 burns 53-60gph on average. A "30 minute reserve" is a rounding error with all-analog instrumentation. A digital fuel planner or modern avionics is of zero use if you set it according to what your needles indicate. It will only calculate based on the data you gave it.
 - a) **REMEDY/COMPENSATION:** I am going to set my VFR AND IFR minimums in accordance with *the amount of available fuel* for a given turbine. So, if 30 gallons is VFR minimum for a 100gallon airplane (piston) I am going to add a 21pct per 100 gallons above that up until usable fuel capacity for a given turbine. The 21pct is derived based on the PT6-64 specifically. I would recalculate based on performance for something else. But for this type of airplane, VFR minimums at 282 (usable) gallons usable would mean VFR reserves at 60gal minimum. That is, in all circumstances a full hour of flight. And if the worst happens, and the 21pct per 100 was consumed, I would, at absolute worst, still be at TRUE VFR minimums at the destination and have the full 30 minutes.
- 2) **Conclusions/Learnings:** Analog Fuel gauges of different types and vintage have different vulnerabilities. Analog gauges (such as the ones in this airplane) do not compensate for a number of factors that may be present and may give you untrue readings at specific times, pressures, and temperatures...and very accurate readings at other times.. NOTE I AM NOT AN A&P OR EXPERIENCED IN THESE AREAS. I am relaying here what experts have told me when I reviewed these events with them. Apparently, the EIS in newer avionics and TBMs compensates for factors the needles do not. They also offer "fuel rings" on their display that expand and contract with present performance. So this issue is known, and already corrected, apparently, in the industry. However, older "steam" turbines with analog instrumentation as their primary, do not have these advantages and other procedures should, therefore, be put in place.
 - a) **REMEDY/COMPENSATION:** Part 91 flights should document like 135 flights and account for fuel in the same manner.. A running, *paper*, log must be kept, recording a) fuel in b) fuel consumed (by the computer which is very accurate as

to fuel flow) c) position of needles at set points and possibly drawing of said needles d) TEMPERATURE. The log should be re-calibrated with TOP OFFS often, and *full fuel visually observed*. Log will be consulted as part of preflight. Fuel Planner will only be set based on the book or a top-off where fuel level was visibly verified and then only to the usable fuel of the airplane.

- 3) **Conclusions/Learnings:** Analog Gauges are calibrated at 0, or empty. And never at "full." Therefore, as fuel is burned, the gauges, to my understanding, may become more accurate and read more "true" as the levels drop to their lowest point. Their "0" reading being the most accurate (because that is how they are calibrated.) As I (and probably most of us) tend to "top off" if our W&B allows it, we never really witness this behavior or have a feel for how the gauge acts when fuel quantities are lower, because we *very rarely* fly only to minimums.

- a) **REMEDY/COMPENSATION:** In most cases, take the maximum fuel your W&B allows. The idea of being "well under" your max takeoff weight may not be a good "statistical deal" when compared with the opportunity to have more fuel at your destination. I will, therefore, "top off" at every opportunity if my W&B allows it. And where the W&B does not allow it, I will order enough fuel to bring me under, but close to my allowable CG. Between minimums and highest allowable, tend toward the latter. The exception would be, unless my ADM for the circumstance (excessive DA or other circumstance is not charted) leads me to conclude that it is important to take less. But in that case, policy will be to stop en-route and add additional fuel, to maintain **at minimum** double the VFR minimums as per 1.a and recorded per 2.a in the revised procedures above.