

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

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

BASIC INFORMATION

Accident/Incident Location Nearest City/Place: <u>Bragg City</u> State: <u>MO</u> ZIP: <u>63827</u> Country: <u>USA</u> Latitude: <u>36.2681 N</u> (dd:mm:ss N/S) Longitude: <u>89.9108 W</u> (ddd:mm:ss E/W)		Date/Time Date: <u>07/29/2012</u> Local Time: <u>10:10 am</u> <i>mm/dd/yyyy</i> Time Zone: <u>CST</u>	
Phase of Operation ☐ Standing ☐ Takeoff (incl. initial climb) ☐ Cruise ☐ Hover ☐ Taxi ☐ Climb ☐ Maneuvering ☐ Other ☒ Descent ☐ Landing ☐ Approach ☐ Unknown		Collision with Other Aircraft ☐ Midair ☐ On-ground ☒ None	Altitude of In-Flight Occurrence _____ ft MSL

AIRCRAFT INFORMATION

Manufacturer: <u>Piper</u> Model: <u>PA30</u> Serial Number: <u>30-1231</u> Registration Number: <u>N8121Y</u> Amateur-built: ☐ Yes ☒ No	Max Gross Weight: <u>3,600</u> lbs Weight at Time of Accident/Incident: <u>3,120</u> lbs Location of Center of Gravity at Time of Accident/Incident: <u>85.5</u> inches from ☐ nose or ☒ datum -or- _____ Percent Mean Aerodynamic Cord (% MAC)
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Category of Aircraft ☒ Airplane ☐ Balloon ☐ Blimp/Dirigible ☐ Glider ☐ Gyrocraft ☐ Helicopter ☐ Powered lift ☐ Ultralight ☐ Unknown	Type of Airworthiness Certificate <i>(Check all that apply)</i> Standard ☒ Normal ☐ Utility ☐ Acrobatic ☐ Transport Special ☐ Restricted ☐ Limited ☐ Provisional ☐ Experimental ☐ Special Flight ☐ Light Sport	Number of Seats: <u>4</u> If Large Aircraft, how many seats for: Flight Crew: _____ Cabin Crew: _____ Passengers: _____	Landing Gear ☒ Retractable Check any additional landing gear configuration that applies: ☒ Tricycle ☐ Tailwheel ☐ Amphibian ☐ High Skid ☐ Emergency Float ☐ Skid ☐ Float ☐ Ski ☐ Hull ☐ Ski/Wheel ☐ Unknown
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Type of Maintenance Program ☒ Annual ☐ Conditional (Amateur-built only) ☐ Manufacturer's Inspection Program ☐ Other Approved Inspection Program (AAIP) ☐ Continuous Airworthiness ☐ Other, specify: _____	Last Inspection Type ☐ 100 Hour ☐ Continuous Airworthiness ☐ AAIP ☐ Conditional Inspection ☒ Annual ☐ Unknown	Date Last Inspection: <u>07/05/2012</u> <i>mm/dd/yyyy</i> Airframe Total Time: <u>2,175</u> hrs hours measured at <i>(check one)</i> ☒ Last Inspection ☒ Time of Accident/Incident
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IFR Equipped ☒ Yes ☐ No ☐ Unknown	Stall Warning System Installed ☒ Yes ☐ No ☐ Unknown	Type of Fire Extinguishing System ☒ None ☐ Specify _____
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ELT Installed ELT Activated ☒ Yes ☐ No ☒ Yes ☐ No	ELT Manufacturer: <u>Ameriking</u> Model/Series: <u>450</u> Serial Number: <u>unknown</u> Battery Type: <u>D cells</u> Battery Exp. Date: <u>2015</u>
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Engine Type ☒ Reciprocating ☐ Turbo Jet ☐ Turbo Shaft ☐ Turbo Fan ☐ Turbo Prop ☐ Unknown	Reciprocating Fuel System Type ☐ Carburetor ☒ Fuel Injected	Propeller ☐ Fixed Pitch ☒ Controllable Pitch Manufacturer: <u>Hartzell</u> Model: <u>HC-E2YL-2BS</u>
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Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Engine Rated Power Measured as <i>(check one)</i> ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	Lycoming	IO-320-B1A	L-2622-55A	1966	160	2,185	10	567
Eng. 2	Lycoming	IO-320-B1A	L-2600-55A	1966	160	2,185	10	567
Eng. 3								
Eng. 4								

Registered Aircraft Owner Name: <u>David R. Clark</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		Owner Address City: <u>Arlington</u> State: <u>Texas</u> ZIP: <u>76012</u> Country: _____	
Operator of Aircraft ☒ Same As Registered Owner Name: _____ Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		Operator Address ☒ Same As Registered Owner City: _____ State: _____ ZIP: _____ Country: _____	
Regulation Flight Conducted Under ☒ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☐ FAR 121 ☐ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No	
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☒ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown		Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☐ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi Domestic or International ☐ Domestic ☐ International Cargo Operation ☐ Passenger/Cargo ☐ Passenger _____ How many? ☐ Cargo _____ lbs ☐ Mail	
Type of Commercial Operating Certificate Held (Check all that apply) ☒ None ☐ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☐ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft			
OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for <i>other</i> aircraft)			
Aircraft Registration Number _____		Manufacturer: _____ Model: _____	
Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None			
Registered Owner of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
Pilot of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)			
Was there Mechanical Malfunction/Failure? ☐ Yes ☐ No ☒ Unknown <i>(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)</i> 			Total Time/Cycles On Part _____ Hours _____ Cycles Time Since This Part Inspected/Overhauled _____ Hours
DAMAGE TO AIRCRAFT AND OTHER PROPERTY			
Aircraft Damage ☐ None ☒ Substantial ☐ Minor ☐ Destroyed		Aircraft Fire ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	
Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground			

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

Both engines/propellers sustained sudden stoppage due to contact with the plowed field. Although I have not see it, I have been informed by the insurance adjustor that there is substantial damage to the underside of the aircraft and it may not be repairable within the limits of my insurance policy.

AIRPORT INFORMATION *(If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)*

Airport Identifier: _____

Distance From Airport Center: _____ SM

Airport Name: _____

Direction From Airport: _____ degrees MAG

Proximity to Airport ☐ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip

Airport Elevation: _____ ft. MSL

Approach Segment *(Select one)*☐ On Instrument Approach☐ Landing☐ Base leg☐ Final☐ Go Around☐ Crosswind☐ Downwind☐ Low Approach☐ Aborted Landing (after touchdown)**IFR Approach** *(Check all that apply)*☐ None☐ PAR☐ MLS☐ Practice☐ ADF/NDB☐ Sidestep☐ LDA☐ GPS☐ SDF☐ ILS☐ ASR☐ Loran☐ VOR/TVOR☐ Localizer Only☐ Visual☐ Unknown☐ VOR/DME☐ LOC-back course☐ Contact☐ TACAN☐ RNAV☐ Circling**VFR Approach** *(Check all that apply)*☐ None☐ Stop and Go☐ Traffic Pattern☐ Touch and Go☐ Straight-In☐ Simulated Forced Landing☐ Valley/Terrain Following☐ Forced Landing☐ Go Around☐ Precautionary Landing☐ Full Stop☐ Unknown**Runway Information**

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

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☐ Unknown☐ Slush Covered☐ Vegetation**Runway/Landing Surface** *(Check all that apply)*☐ Asphalt☐ Grass/Turf☐ Macadam☐ Water☐ Concrete☐ Gravel☐ Metal/Wood☐ Unknown☐ Dirt☐ Ice☐ Snow**FLIGHT ITINERARY INFORMATION****Last Departure Point**Airport ID: HTSCity: HuntingtonState: West VirginiaCountry: USA**Time of Departure**Time: 8:44 AMTime Zone: EST**Destination**Airport ID: TXKCity: KennettState: MissouriCountry: USA**Type Flight Plan Filed**☒ None☐ VFR/IFR☐ Company VFR☐ IFR☐ Military VFR☐ Unknown☐ VFRActivated? ☐ Yes ☐ No**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 E☐ Prohibited Area☐ Jet Training Area☐ Special☐ Class B☒ Class G☐ Restricted Area☐ TRSA☐ Air Traffic Control Area☐ Class C☐ Demo Area☐ Military Operations Area (MOA)☐ FAR 93☐ Unknown☐ Class D☐ Warning Area☐ Airport Advisory Area**Aircraft Load Description** *(Check all that apply)*☐ None☐ Towing Glider☐ Parachutists☐ Livestock☒ Passengers☐ Towing Banner☐ Water☐ Unknown☐ Cargo☐ Other External☐ Chemical/Fertilizer/Seeds**FUEL & SERVICES INFORMATION****Fuel on Board at Last Takeoff***(convert from pounds, as necessary)*90 Gallons**Fuel Type**☐ 80/87☐ 115/145☐ JP3☐ Other, specify _____☒ 100 Low Lead☐ Jet A☐ JP4☐ 100/130☐ Automotive☐ JP5**Other Services, if Any, Prior to Departure**

EVACUATION OF AIRCRAFT			
Was an emergency evacuation of the aircraft performed? ☒ Yes ☐ No			
Method of Exit – Describe how the occupants exited and how many occupants evacuated each location Both occupants exited through the cabin door (the aircraft only has one door which is on the right side of the cabin).			
WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE			
Weather Observation Facility Facility ID: <u>MAW</u> Observation Time: <u>10:00 AM</u> Time Zone: <u>CST</u> Distance from Accident Site: <u>17</u> NM Direction from Accident Site: <u>340</u> degrees MAG		Source of Weather Information <i>(Check all that apply)</i> ☐ National Weather Service ☐ Company ☐ Flight Service Station ☐ Military ☐ TV/Radio ☐ Internet ☒ Automated Report ☐ Unknown ☐ Commercial Weather Service (DUATS)	
Briefing Type/Completeness ☐ Full ☒ Abbreviated ☐ Partial / Limited By Pilot ☐ Unknown ☐ Partial / Limited By Briefer ☐ Not Pertinent		Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☒ Day ☐ Night ☐ Bright Night ☐ Not Reported	
Sky/Lowest Cloud Condition ☐ Clear ☐ Thin Broken ☐ Few ☒ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered		Ceiling ☐ None (clear) ☐ Obscured ☐ Broken ☐ Indefinite ☒ Overcast ☐ Unknown	
Lowest Cloud Condition Height <u>12,000</u> ft AGL		Ceiling Height <u>12,000</u> ft AGL	
Wind Direction ☒ Indicated: <u>110</u> degrees MAG ☐ Variable		Wind Speed Velocity: <u>5</u> KTS -or- ☐ Calm ☐ Light and Variable	
Wind Gusts Velocity: _____ KTS ☐ Gusting ☐ Not Gusting		Restriction to Visibility <i>(Check all that apply)</i> ☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown	
Type of Turbulence <i>(Check all that apply)</i> ☒ None ☐ In Clouds ☐ Clear Air ☐ Vicinity of Thunderstorm Severity of Turbulence ☐ Extreme ☐ Moderate ☐ Light ☐ Severe ☐ Moderate Chop			
NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident None that affected this flight.			
Temperature: _____ (C) or _____ (F) Altimeter Setting: <u>3009</u> in. HG or _____ MB Density Altitude: _____ ft Dew Point: _____ (C) or _____ (F)		Icing Forecast Amount ☒ None ☐ Moderate ☐ Trace ☐ Severe ☐ Light Type ☐ Rime ☐ Clear ☐ Mixed Icing Actual Amount ☒ None ☐ Moderate ☐ Trace ☐ Severe ☐ Light Type ☐ Rime ☐ Clear ☐ Mixed	
		Type of Precipitation <i>(Check all that apply)</i> ☒ None ☐ Drizzle ☐ Rain ☐ Ice Pellets ☐ Snow ☐ Snow Pellets ☐ Hail ☐ Snow Grains ☐ Rain Showers ☐ Ice Crystals ☐ Freezing Rain ☐ Ice Pellets Shower ☐ Snow Shower ☐ Freezing Drizzle Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy	

PILOT "A" INFORMATION																																																																																																				
Pilot "A" Responsibilities at the Time of Accident/Incident ☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																																																																																																				
Pilot "A" Identification First Name: <u>David</u> Middle Initial: <u>R</u> Last Name: <u>Clark</u> City: <u>Arlington</u> State: <u>Texas</u> ZIP: <u>76012</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>69</u> Date of Birth: [REDACTED] Certificate Number: [REDACTED] + mm/dd/yyyy																																																																																																				
Degree of Injury ☒ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious			Seat Occupied ☒ Left ☐ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single			Seat Belt Used ☒ Yes ☐ No Available ☒ Yes ☐ No			Shoulder Harness Used ☐ Yes ☒ No Available ☐ Yes ☒ No																																																																																											
Pilot Certificate(s) <i>(Check all that apply)</i> ☐ None ☐ Student ☐ Recreational ☐ Commercial ☒ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ Flight Engineer ☐ Foreign ☐ U.S. Military																																																																																																				
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 ☒ With limitations/waivers ☐ Unknown			Date of Last Medical <u>08/29/2011</u> mm/dd/yyyy																																																																																												
Medical Certificate Limitations Holder must wear corrective lenses																																																																																																				
Medical Certificate Waivers																																																																																																				
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>07/06/2012</u> mm/dd/yyyy					Flight Review Aircraft Make: <u>Piper</u> Model: <u>PA30</u>																																																																																															
Airplane Rating(s) <i>(Check all that apply)</i> ☐ None ☒ Single-Engine Land ☐ Single-Engine Sea ☒ Multiengine Land ☐ Multiengine Sea		Other Aircraft Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airship ☐ Free Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift		Instrument Rating(s) <i>(Check all that apply)</i> ☐ None ☒ Airplane ☐ Helicopter ☐ Powered Lift		Instructor Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																														
Type Ratings						Student Endorsements <i>(Include dates)</i>																																																																																														
<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding: 5px;">Flight Time <i>(enter appropriate number of hours in each box)</i></th> <th rowspan="2" style="padding: 5px;">All Aircraft</th> <th rowspan="2" style="padding: 5px;">This Make & Model</th> <th rowspan="2" style="padding: 5px;">Airplane Single Engine</th> <th rowspan="2" style="padding: 5px;">Airplane Multiengine</th> <th rowspan="2" style="padding: 5px;">Night</th> <th colspan="2" style="padding: 5px;">Instrument</th> <th rowspan="2" style="padding: 5px;">Rotorcraft</th> <th rowspan="2" style="padding: 5px;">Glider</th> <th rowspan="2" style="padding: 5px;">Lighter Than Air</th> </tr> <tr> <th style="padding: 5px;">Actual</th> <th style="padding: 5px;">Simulated</th> </tr> </thead> <tbody> <tr> <td style="text-align: left; padding: 5px;">Total Time</td> <td style="padding: 5px;">2,040</td> <td style="padding: 5px;">1,392</td> <td style="padding: 5px;">561</td> <td style="padding: 5px;">1,393</td> <td style="padding: 5px;">180</td> <td style="padding: 5px;">149</td> <td style="padding: 5px;">359</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Pilot in Command (PIC)</td> <td style="padding: 5px;">1,926</td> <td style="padding: 5px;">1,360</td> <td style="padding: 5px;">500</td> <td style="padding: 5px;">1,361</td> <td style="padding: 5px;">180</td> <td style="padding: 5px;">149</td> <td style="padding: 5px;">340</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Time as Instructor</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">This Make/Model</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;">150</td> <td style="padding: 5px;">140</td> <td style="padding: 5px;">300</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 90 Days</td> <td style="padding: 5px;">10</td> <td style="padding: 5px;">10</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">10</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 30 Days</td> <td style="padding: 5px;">10</td> <td style="padding: 5px;">10</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">10</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 24 Hours</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> </tbody> </table>											Flight Time <i>(enter appropriate number of hours in each box)</i>	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	2,040	1,392	561	1,393	180	149	359				Pilot in Command (PIC)	1,926	1,360	500	1,361	180	149	340				Time as Instructor											This Make/Model					150	140	300				Last 90 Days	10	10		10							Last 30 Days	10	10		10							Last 24 Hours										
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PILOT "B" INFORMATION

Pilot "B" Responsibilities at the Time of Accident/Incident

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

Pilot "B" Identification

First Name: _____ City: _____

Middle Initial: _____ State: _____ ZIP: _____

Last Name: _____ Country: _____

Age at time of Accident/Incident: _____ Date of Birth: _____ Certificate Number: _____

mm/dd/yyyy

Degree of Injury

☐ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

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

Seat Belt

Used ☐ Yes ☐ No
Available ☐ Yes ☐ No

Shoulder Harness

Used	☐ Yes	☐ No
Available	☐ Yes	☐ No

Pilot Certificate(s) *(Check all that apply)*

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

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
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Waivers

**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

☐ Free 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)*

[illegible]

ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)											
Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious					
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military						Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown					
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs								
Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious					
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military						Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown					
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs								
Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious					
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military						Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ 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 flight attendants; continue on separate sheet if necessary)											
Name and Address	Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal Injury	Serious Injury	Minor Injury	No Injury	Unknown
First Name: Donna City: Arlington Middle Initial: F State: Texas ZIP: 76012 Last Name: Clark Country: USA	right	□	□	□	□	□	□	□	□	□	□
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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 time and point of departure, intended destination, and services obtained.

On Sunday, July 29, 2012 my wife Donna Clark and I were returning from a four-day trip to West Virginia. During our stay, our airplane had been tied down at Huntington Tri-State Airport (HTS). A check of the weather told us that we could expect VMC to prevail along our entire route of flight back to Grand Prairie Municipal (GPM), our home airport in the Dallas-Forth Worth, TX area. We planned a fuel stop in Kennett, MO (TKX) which represented the approximate halfway point and was about 2 hours and 15 minutes away- a distance that was well within our fuel endurance with adequate reserves. With just the two of us in the plane, full fuel, less than 100 pounds of baggage and other items, we were about 240 pounds under gross weight at takeoff.

We arranged for the fuel truck to top all four tanks. As is our habit, my wife and I did the pre-flight together and verified that all four tanks were full and the fuel caps were secure. I added a quart of oil to each engine and completed my pre-flight inspection. The Piper manual says the way to check for water in the fuel system is to pull up on the two red knobs on the right and left fuel strainers under the trap door in the floor just behind the front seats. There is no provision in a Comanche for really "sumping" the tanks like on many aircraft. You are supposed to look for "bubbles" in the clear plastic fuel lines to see if water is present. In 23 years of ownership of this plane I have never seen that sign, nor have I experienced water in the fuel.

We departed HTS at 8:44 AM EDT VFR and climbed to our intended cruise altitude of 4,500 feet. We took off using the main fuel tanks, as is always our practice. We programmed our GPS for a direct route to Kennett, MO. We experienced no problems with the aircraft. When trimmed out in level flight, both engines mixtures were leaned and it was noted that the fuel flow was just under 9 gallons per hour per engine. After 30 minutes of flight, we switched to the aux tanks and made note of the time. One hour later, we switched back to the main tanks where we stayed. The main tanks had approximately one hour and 20 minutes use when we started descending into Kennett.

As an aside, the aircraft had recently undergone a moderately extensive renovation project whereupon the plane got a new instrument panel, some new (refurbished radios), a graphic engine monitor, two new digital fuel flow gauges, and a new windshield and pilot side window. During that process some new fuel lines were fabricated to accommodate the fuel flow transducers in the engine compartments. All of these lines and fittings were double checked to make sure they were patent and that there were no leaks. Furthermore, the aircraft engines had been run for a total of approximately two hours on the ground before the first test flight and about ten hours of flying time prior to the incident. I had gotten my BFR simultaneously with the first check flight since there was no other practical way to accomplish this. My BFR had run out of date while the renovation was in progress. Jason McCoy asked me during one of our phone conversations if I had done any single engine work during the BFR to which I answered that I had not, however I should interject that last year, prior to the renovation, I had the right propeller disassembled, inspected, and resealed due to a grease seepage at the hub and had reinstalled it on the plane. In August, after some additional maintenance, I took the plane up and feathered the right propeller to insure that it was functioning properly. The plane flew without difficulty on one engine at that time.

See additional two pages (numbered pages 2 and 3) for completion of Narrative History of Flight

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

Operator/Owner Safety Recommendation

At this point, I do not know the cause of the accident, so it would be difficult to answer this.

ADDITIONAL INFORMATION *(Please type or print in ink)*

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

In the section regarding the engines of this aircraft, I noted that both engines were 567 hours since "overhaul." These engines were "top overhauled" 567 hours ago, wherein the cylinders and pistons were all replaced. These engines have never been completely overhauled since new.

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

Date of this Report

08/09/2012

mm/dd/yyyy

Signature and Name of Pilot/Operator

Signature: _____

Type or Print Name: David R. Clark

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: _____

Title: _____

FOR NTSB USE ONLY

NTSB Accident/Incident No.

CEN12LA572

Reviewed by NTSB Regional Office

CEN-TX

Name of Investigator

LEAH D. YEAGER

Date Report Received

8/10/2012

About 40 miles out of Kennett we listened to the AWOS at Malden RGNL (MAW) for the closest altimeter setting and winds. We started our descent about 35 miles out. We crossed the Mississippi River and were trying to coordinate our arrival at the Kennett airport pattern altitude so that we would not be too high or too fast. Since the pattern altitude is approximately 1100 feet at Kennett, I wanted to be at or below 2000 feet about 12-15 miles out so that I could start slowing down and not have to drop precipitously the last mile or two. At about 15-16 miles out I felt the plane suddenly yaw to the right. Pressure on the rudder pedals confirmed that the right engine was not producing power. In rote fashion, I switched to the right aux tank and switched on the electric boost fuel pumps. It made no difference. I also pulled the alternate air source knob (the Twin Comanche has fuel injected engines and does not have carburetor heat, as such). The alt air did nothing to help and I later pushed it back in. I had also pushed in the throttle to the left engine all the way forward along with the prop control lever. I then attempted to restart the right engine with the starter. The engine caught and ran for 20-30 seconds before quitting a second time. While it was running, the graphic engine monitor for the right engine came alive and seemed to have normal readings. As the engine died a second time, the monitor readings for that engine quickly disappeared. Because of the adverse yaw I went ahead and feathered the right prop. All during this period the left engine appeared normal as far as the gauges were concerned.

At this point I tried to trim out the stabilator to achieve level single engine flight. I noted that even when the pressure required on the yoke was largely removed, the plane was still sinking slowly. The VSI was reading about 100 feet/min down and the altimeter was unwinding slowly. I made sure that I was on course for Kennett and looked at my GPS to see how far out we were. Perhaps a mile or two east of Bragg City looking ahead toward Kennett I saw a line of trees and that crossed my intended path and, from our altitude I could not tell how wide this line was. Our altitude was now under 1500 feet and I had to make an estimate as to whether we would be able to make it to the airport for a straight in approach. As you might expect, all sorts of possibilities were going through my thinking and it was very puzzling and troublesome that the left engine, in spite of what the gauges were saying, did not appear to be performing as it should have. The thought that I might lose it at any moment had certainly crossed my mind. At no time did either engine run rough, sputter, or surge.

I realized at this point that I would have to quickly decide whether it was more prudent to try to make an off airport landing while I still had some semblance of control over the situation or take a chance of having to land elsewhere at a location that would not be of my choosing. In 33 years of flying I had gone through this dilemma in training (and in my mind) many times. Years before I had flown the North Atlantic in this plane with a 100 gallon ferry tank and knew then that if we lost an engine in the first half of our flight, we would not, in all likelihood, be able to maintain altitude.

Not wanting to turn into the dead engine, I started looking to the left for a suitable road on which to land. I spotted what I think was probably Hwy A which was lined up north to south and was just west of the field I ended up in. The road appeared to have a long

stretch of straight pavement. As I turned toward that direction, I decided to give the right engine one more try and since theoretically the main tank would have more fuel, I switched back to the right main tank. The boost pumps were running on both engines. The starter did nothing more than bring the right prop out of feather. The engine did not restart.

As I pointed the plane in the direction of the road below and started coming down, I began to pull back on the left throttle. Then I noted that there were telephone or power poles to the right of road, which I could not see from farther out. Photos that were taken from the air by Rich Grossman, the insurance adjuster, a few days later confirmed that, as you cannot see the poles from his photos either. At this point I was committed to landing in the general vicinity of that road. I steered the plane slightly to the left and lined up with the furrows in the field, which were plainly obvious from the air now. Whereas only a few seconds before I was planning on lowering the landing gear and flaps, I now decided against that since I would be landing in a cultivated field. As I got in even slightly closer, I could see that there were some phone/electric lines at the north end of the field, which I was going to have to clear to land in the field. I still had pretty good airspeed and I pulled up on the nose to make sure that I got over those lines. As we cleared that obstacle I now suddenly had to deal with the other end of the field coming up pretty fast. I pushed the plane down and flew just above the cotton plants for as long as I could dare. I then eased the plane down where I was skimming the tops of the plants and I was trying to keep the nose up so that it would not dig in. We felt very little impact when we touched the ground. The plane very quickly became a sled over which we had no control.

I think we slid for perhaps 150-200 yards before the right prop (it appeared to me) caught a furrow and we ground looped to the right ending up facing the northeast. The plane came to a very quick stop and my wife popped open the door and jumped off the wing with me following her. There was no sign of fire, nor any smell of fuel. I had barely gotten ten yards away when I could hear the boost pumps still whining and so I got back in the plane to turn off the master switch.

Neither my wife nor I were injured in the landing. The plane looked remarkably intact although both props were bent. As we were emerging from the cotton field, local people were running toward us to see if we were all right. In a matter of five minutes a deputy sheriff was on the scene and a few minutes later his boss appeared. He called the FAA in Memphis. After I spoke with Ray Gregory at the FAA from the St. Louis office, we removed our luggage and locked the plane. The sheriff put yellow tape around the plane. A local trucker drove us to a place where we could rent a car and figure out where we would spend the night. Mr. Gregory told us that we would be contacted the next morning with instructions about what would be required of us next.

I went back to the airplane the next day to remove some more of our belongings, our headsets, etc. While I was there I used a calibrated dipstick that I had made years ago to dip the four tanks. The right aux tank had 5 gallons, the right main had 9 gallons, the left main had 10 gallons, and the left aux tank was inexplicably empty. I did not smell any fuel odor nor did I see any signs of fuel stains on the ground around the plane.