

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

Accident/Incident Location Nearest City/Place: <u>Fremont</u> State: <u>MI</u> ZIP: _____ Country: <u>USA</u> Latitude: <u>43°26'33"N</u> (dd:mm:ss N/S) Longitude: <u>085°09'69"W</u> (ddd:mm:ss E/W)		Date/Time Date: <u>05/18/2013</u> Local Time: <u>14:00</u> mm/dd/yyyy Time Zone: <u>Eastern</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 <u>1,700</u> ft MSL					
Manufacturer: <u>Cessna</u> Model: <u>182</u> Serial Number: _____ Registration Number: <u>N9075T</u> Amateur-built: ☐ Yes ☒ No		Max Gross Weight: _____ lbs Weight at Time of Accident/Incident: _____ lbs Location of Center of Gravity at Time of Accident/Incident: _____ inches from ☐ nose or ☐ datum -or- _____ Percent Mean Aerodynamic Cord (% MAC)			
Category of Aircraft ☒ Airplane ☐ Balloon ☐ Blimp/Dirigible ☐ Glider ☐ Gyrocraft ☐ Helicopter ☐ Powered lift ☐ Ultralight ☐ Unknown		Type of Airworthiness Certificate (Check all that apply) <table style="width: 100%;"> <tr> <td style="vertical-align: top;"> Standard ☒ Normal ☐ Utility ☐ Aerobatic ☐ Transport </td> <td style="vertical-align: top;"> Special ☐ Restricted ☐ Limited ☐ Provisional ☐ Experimental ☐ Special Flight ☐ Light Sport </td> </tr> </table>		Standard ☒ Normal ☐ Utility ☐ Aerobatic ☐ Transport	Special ☐ Restricted ☐ Limited ☐ Provisional ☐ Experimental ☐ Special Flight ☐ Light Sport
Standard ☒ Normal ☐ Utility ☐ Aerobatic ☐ Transport	Special ☐ Restricted ☐ Limited ☐ Provisional ☐ Experimental ☐ Special Flight ☐ Light Sport				
Number of Seats: <u>1</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			
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: _____ mm/dd/yyyy		Airframe Total Time: _____ hrs hours measured at (check one) ☐ Last Inspection ☐ Time of Accident/Incident			
IFR Equipped ☐ Yes ☒ No ☐ Unknown		Stall Warning System Installed ☒ Yes ☐ No ☐ Unknown			
Type of Fire Extinguishing System ☐ None ☐ Specify _____					
ELT Installed ELT Activated ☒ Yes ☐ No ☒ Yes ☐ No		ELT Manufacturer: _____ Model/Serial: _____ Serial Number: _____ Battery Type: _____ Battery Exp. Date: _____			
ELT Aided in Locating Accident/Incident ☐ Yes ☒ No					
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: _____ Model: _____					
Engine Eng. 1 Eng. 2 Eng. 3 Eng. 4	Engine Manufacturer _____ _____ _____ _____	Engine Model/Serial _____ _____ _____ _____	Manufacturer's Serial Number _____ _____ _____ _____		
Date of Mfg. mm/dd/yyyy	Engine Rated Power Measured as (check one) ☐ Horsepower or ☐ lbs of Thrust	Total Time (hours) _____ _____ _____ _____	Time Since Inspection (hours) _____ _____ _____ _____		
Time Since Overhaul (hours) _____ _____ _____ _____					

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

nose gear sheared, engine firewall buckled,
some wing damage, engine mount cracked &
broken, some prop damage

Airport Identifier: FFX

Airport Name: Fremont Municipal

Distance From Airport Center: 3/4 SM

Direction From Airport: 280° degrees MAG

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

Airport Elevation: 772 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 ☐ Sideslip ☐ 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: 09 (L/R/C) **Length:** 3,502 ft **Width:** 75 ft

Runway/Landing Surface (Check all that apply)

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

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

Last Departure Point

Airport ID: FFX

City: Fremont

State: MI

Country: USA

Time of Departure

Time: 13:30

Time Zone: Eastern

Destination

Airport ID: FFX

City: Fremont

State: MI

Country: USA

Type Flight Plan Filed

☒ None ☐ VFR/IFR
☐ Company VFR ☐ IFR
☐ Military VFR ☐ Unknown
☐ VFR
Activated? ☐ 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 on Board at Last Takeoff

(convert from pounds, as necessary)

15

Gallons

Fuel Type

☐ 80/87 ☐ 115/145 ☐ JP3
☒ 100 Low Lead ☐ Jet A ☐ JP4
☐ 100/130 ☐ Automotive ☐ JP5

☐ Other, specify _____

Other Services, if Any, Prior to Departure

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

one occupant thru pilots door (unlocked door & climbed out)

Weather Observation Facility

Facility ID: _____

Observation Time: _____

Time Zone: _____

Distance from Accident Site: _____ NM

Direction from Accident Site: _____ degrees MAG

Source of Weather Information

(Check all that apply)

☐ National Weather Service

☐ Flight Service Station

☐ TV/Radio

☒ Automated Report

☒ Commercial Weather Service (DUATS)

☐ Company

☐ Military

☒ Internet

☐ Unknown

Method of Briefing

(Check all that apply)

☐ In Person

☐ Teletype

☒ Telephone/Computer

☒ Aircraft Radio

☐ TV/Radio

☐ Unknown

Briefing Type/Completeness

☐ Full

☐ Partial / Limited By Pilot

☐ Partial / Limited By Briefer

☐ Abbreviated

☐ Unknown

☒ Not Pertinent

Light Condition

☐ Dawn

☒ Day

☐ Dusk

☐ Night

☐ Dark Night

☐ Bright Night

☐ Not Reported

Visibility

10+ miles

Sky/Lowest Cloud Condition

☒ Clear

☐ Few

☐ Partial Obscuration

☐ Scattered

☐ Thin Broken

☐ Thin Overcast

☐ Unknown

Ceiling

☒ None (clear)

☐ Broken

☐ Overcast

☐ Obscured

☐ Indefinite

☐ Unknown

Restriction to Visibility (Check all that apply)

☒ None

☐ Blowing Dust

☐ Blowing Sand

☐ Blowing Snow

☐ Blowing Spray

☐ Dust

☐ Fog

☐ Ground Fog

☐ Haze

☐ Ice Fog

☐ Smoke

☐ Unknown

Lowest Cloud Condition Height

clear ft AGL

Ceiling Height

clear ft AGL

Wind Direction

☒ Indicated:

110 degrees MAG

☐ Variable

Wind Speed

Velocity: 10-12 KTS

-or-

☐ Calm

☐ Light and Variable

Wind Gusts

Velocity: _____ KTS

☐ Gusting

☒ Not Gusting

Type of Turbulence (Check all that apply)

☒ None

☐ Clear Air

☐ In Clouds

☐ Vicinity of Thunderstorm

☐ Extreme

☐ Severe

☐ Moderate

☐ Moderate Chop

☐ Light

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

Temperature: _____ (C)

or 70° (F)

Altimeter Setting: 30.10 in. HG

or _____ MB

Density Altitude: _____ ft

Dew Point: _____ (C)

or _____ (F)

Icing Forecast

Amount

☒ None

☐ Trace

☐ Light

☐ Moderate

☐ Severe

Type

☐ Rime

☐ Clear

☐ Mixed

Icing Actual

Amount

☒ None

☐ Trace

☐ Light

☐ Moderate

☐ Severe

Type

☐ Rime

☐ Clear

☐ Mixed

Type of Precipitation (Check all that apply)

☒ None

☐ Rain

☐ Snow

☐ Hail

☐ Rain Showers

☐ Freezing Rain

☐ Snow Shower

☐ Drizzle

☐ Ice Pellets

☐ Snow Pellets

☐ Snow Grains

☐ Ice Crystals

☐ Ice Pellets Shower

☐ Freezing Drizzle

Intensity of Precipitation

☐ Light

☐ Moderate

☐ Heavy

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: Dennis

 Middle Initial: T

 Last Name: Swanson

 City: Wyoming

 State: MT ZIP: 49509

 Country: USA

 Age at time of Accident/Incident: 59

 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

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

06/09/2011
 mm/dd/yyyy

Medical Certificate Limitations

must wear corrective lenses for near & distant vision

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

04/01/2012
 mm/dd/yyyy

Flight Review Aircraft

 Make: Cessna

 Model: 182
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

none

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	3,000	2,480	2,930	12.9	28.2	2.0	33.9	40.8	0	0
Pilot in Command (PIC)	2,700	2,450	2,700							
Time as Instructor	0									
This Make/Model										
Last 90 Days	8.2	8.2	8.2							
Last 30 Days	8.2	8.2	8.2							
Last 24 Hours	0	0	0							

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.

Preflight of acft was performed in morning, all items satisfactory. Obtained FFX wx & winds aloft forecast from computer & AWOS. Flew 2 loads of skydivers, no problems. landed & shut-down, did a dip stick check of fuel in both tanks. Had 15 Gals total, 10 Gals in left tank 5 Gals in right tank. It takes 8 Gal fuel to do a skydive load, I felt I was OK for fuel for another load then I would be refueling. Took off @ next load of skydivers, 4 males making 2 tandem jumps. flew to altitude 10,500 MSL. Did make 2 passes (jump runs) at that altitude. Started my descent at 15"MP 2200 RPM speed 150 KPH, no problems. I was on downwind leg to runway 090. When I pulled carb heat engine reacted as usual @ some roughness, nothing out of the ordinary. About midway in the pattern, noticed loss of power, got set up for landing on 09, when at my 11:00 position saw a Bell 47 helicopter coming in

Operator/Owner Safety Recommendation

Should have got on the radio sooner to declare a problem so I could of had access to a clear airport & airspace.

ADDITIONAL INFORMATION (Please type or print in ink)

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

From the west at pretty much the same altitude and not too far away. It took me by surprise & I kinda fixated on the sight of him. The helicopter had been giving rides that morning, I had had trouble understanding his radio transmissions in my plane earlier, they came over garbled. I had noticed that earlier over the radio. I felt I could not turn on base leg without a conflict of airspace. I did say to the helicopter I had to get in but by then I was too low & too slow. I was hoping I could at least get to the airport properly but realized I would have to put down in the plowed field. The plane hit the ground in a level attitude, traveled a short distance before the nose gear stuck in & the plane flipped over frontwards. I unbuckled my seat belts & turned off master switch & mags, unlocked pilots door & walked out.

Date of this Report <u>05/25/2013</u> mm/dd/yyyy		Signature and Name of Pilot/Operator Signature: _____ Type or Print Name: <u>Dennis Todd Swanson</u>	
Signature and Name of Person Filing Report if Other than Pilot/Operator Signature: _____ Type or Print Name: _____ Title: _____			
NTSB Accident/Incident No. <u>CEN13LA296</u>	Reviewed by NTSB Regional Office <u>WEST CHICAGO, IL</u>	Name of Investigator <u>Andrew Todd Fox</u>	Date Report Received <u>28 MAY 2013</u>