

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: GORDONVILLE State: TX

ZIP: 96245 Country: GRAYSON

Latitude: N33°50.36 (dd:mm:ss N/S) Longitude: W96°46.60 (ddd:mm:ss E/W)

Date/Time

Date: 08/23/2014 Local Time: 10:15
mm/dd/yyyy

Time Zone: CDT

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

N/A ft MSL

AIRCRAFT INFORMATION

Manufacturer: CESSNA

Model: CARDINAL 177

Serial Number: 17700502

Registration Number: N3202T

Amateur-built: ☐ Yes ☒ No

Max Gross Weight: 2350 lbs

Weight at Time of Accident/Incident: 2304 lbs

Location of Center of Gravity at Time of Accident/Incident:

106.33 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)

Standard

☒ Normal
☐ Utility
☐ Acrobatic
☐ Transport

Special

☐ Restricted
☐ Limited
☐ Provisional
☐ Experimental
☐ Special Flight
☐ Light Sport

Number of Seats: 4

If Large Aircraft, how many seats for:

Flight Crew: _____

Cabin Crew: _____

Passengers: _____

Landing Gear ☐ Retractable

Check any additional landing gear configuration that applies:

☒ Tricycle ☐ Tail wheel
☐ 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: 08/11/2013
mm/dd/yyyy

Airframe Total Time: 2966 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 HAND HELD CANISTER

ELT Installed

☒ Yes ☐ No

ELT Activated

☐ Yes ☒ No

ELT Manufacturer: EMERGENCY BEACON CORP

Model/Series: EBC 406 AP

Serial Number: NOT LEGIBLE

Battery Type: GS-46 BATTERY PACK Battery Exp. Date: 9/1/2014

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: MCCAULEY

Model: 2D34C206/78TA-0

Engine	Engine Manufacturer	Engine Model/Series	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)
Eng. 1	LYCOMING	O-360-A1A	L-925-36	12/3/97	180	3108	142	1002
Eng. 2								
Eng. 3								
Eng. 4								

250-300 STOW
HRS

OWNER/OPERATOR INFORMATION		
Registered Aircraft Owner Name: <u>DAVID BYROM & KENNETH SINGLETARY</u> Fractional Ownership Aircraft: ☒ Yes ☐ No		Owner Address City: <u>[REDACTED]</u> State: <u>[REDACTED]</u> County: <u>[REDACTED]</u>
Operator of Aircraft ☒ Same As Registered Owner Name: <u>KENNETH SINGLETARY</u> Doing Business As: <u>N/A</u> Air Carrier/Operator Designator (4 Character Code): <u>N/A</u>		Operator Address ☐ Same As Registered Owner City: <u>[REDACTED]</u> State: <u>[REDACTED]</u> County: <u>[REDACTED]</u>
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
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		Air Medical Flight ☐ Yes ☒ No
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 other aircraft)		
Aircraft Registration Number	Manufacturer: _____ Model: _____	Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None
Registered Owner of Other Aircraft First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____		
Pilot of Other Aircraft First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____		
MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet) Was there Mechanical Malfunction/Failure? ☐ Yes ☒ No ☐ Unknown (If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.) <u>N/A</u>		
		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)

STRUCK A TREE AT RIGHTSIDE OF THE AIRCRAFT ON THE FUSELAGE
RIGHT AT THE FORWARD BULK HEAD



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

Airport Identifier: 3TO
 Airport Name: CEDAR MILLS
 Proximity to Airport ☐ Off Airport/Airstrip ☐ On Airport ☒ On Airstrip

Distance From Airport Center: 0 SM
 Direction From Airport: N/A degrees MAG
 Airport Elevation: 640 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: 25 (L/R/C) Length: 3000 ft Width: 60 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

FLIGHT ITINERARY INFORMATION

Last Departure Point

Airport ID: 30F
 City: LAKE DALLAS
 State: TEXAS
 Country: DENTON

Time of Departure

Time: 09:45 AM
 Time Zone: CDT

Destination

Airport ID: 3TO
 City: GORDONVILLE
 State: TEXAS
 Country: GRAYSON

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 (FOUR) ☐ Towing Banner ☐ Water ☐ Unknown
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff
(convert from pounds, as necessary)

22 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

PRE FLIGHT WITH NOVICE PASSENGERS

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

I WAS ABLE TO UNFASTEN MY SEAT BELT AND GET OUT OF THE AIRCRAFT ON MY OWN. I RAISED MY SEAT FORWARD SO LESLIE (PASSENGER SEATING DIRECTLY BEHIND) COULD GET OUT, AFTER SHE UNFASTENED HER SEAT BELT. MICAH, WHO WAS SITTING IN THE FRONT PASSENGER SEAT, WHO WAS UNCONCIOUS. I HAD TO UNBUCKLE HIS SEAT BELT AND LIFT & CARRY HIM AWAY FROM THE AIRPLANE. MY WIFE, WHO WAS SEATING BEHIND MICAH HAD HER FEET & LEGS CAUGHT UNDER THE FRONT PASSENGER SEAT. I HAD TO GO AROUND THE AIRCRAFT, PULL OPEN THE PASSENGEL DOOR, THEN PUSH THE PASSENGER SEAT OVER TO FREE HER LEGS TO GET OUT.

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Weather Observation Facility**

Facility ID: GY1

Observation Time: 09:00 AM

Time Zone: CDT

Distance from Accident Site: 10 NM

Direction from Accident Site: 140 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

NONE ft AGL

Ceiling Height

NONE ft AGL

Wind Direction

☒ Indicated:
200 degrees MAG

☐ Variable

Wind Speed

Velocity: 11 KTS
 -or-
☐ Calm
☐ Light and Variable

Wind Gusts

Velocity: 11 KTS

- ☐ Gusting
☒ Not Gusting

Type of Turbulence (Check all that apply)

- ☒ None
☒ Clear Air
☐ In Clouds
☐ Vicinity of Thunderstorm

Severity of Turbulence

- ☐ Extreme
☐ Severe
☐ Moderate
☒ Light
☐ Moderate Chop

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

NONE

Temperature: 31 (C)
 or 88 (F)

Altimeter Setting: 30.02 in. HG
 or MB

Density Altitude: ~2700 ft

Dew Point: 17 (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" 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>KENNETH</u> City: <u>[REDACTED]</u> Middle Initial: <u>W</u> State: <u>[REDACTED]</u> Last Name: <u>SINGLETARY</u> Count: <u>[REDACTED]</u> Age at time of Accident/Incident: <u>61</u> Date of Birth: <u>[REDACTED]</u> Certificate Number: <u>[REDACTED]</u> 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 <u>08/12/2013</u> mm/dd/yyyy																																																																																													
Medical Certificate Limitations 																																																																																																				
Medical Certificate Waivers 																																																																																																				
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>03/25/2014</u> mm/dd/yyyy			Flight Review Aircraft Make: <u>960 CESSNA</u> Model: <u>CARDINAL 177 SINGLE ENGINE LAND</u>																																																																																																	
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 ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																														
Type Ratings <u>PRIVATE PILOT - SINGLE ENGINE LAND</u>						Student Endorsements (Include dates)																																																																																														
<table border="1"> <thead> <tr> <th rowspan="2">Flight Time (enter appropriate number of hours in each box)</th> <th rowspan="2">All Aircraft</th> <th rowspan="2">This Make & Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multiengine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>289.1</td> <td>73.1</td> <td>289.1</td> <td>0</td> <td>0</td> <td>0</td> <td>15.4</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Pilot in Command (PIC)</td> <td>110.2</td> <td>71.2</td> <td>110.2</td> <td>0</td> <td>1.5</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Time as Instructor</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>This Make/Model</td> <td colspan="10"></td> </tr> <tr> <td>Last 90 Days</td> <td>54.8</td> <td>51.2</td> <td>54.8</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Last 30 Days</td> <td>23.8</td> <td>20.6</td> <td>23.8</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Last 24 Hours</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>											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	289.1	73.1	289.1	0	0	0	15.4	0	0	0	Pilot in Command (PIC)	110.2	71.2	110.2	0	1.5	0	0	0	0	0	Time as Instructor	0	0	0	0	0	0	0	0	0	0	This Make/Model											Last 90 Days	54.8	51.2	54.8	0	0	0	0	0	0	0	Last 30 Days	23.8	20.6	23.8	0	0	0	0	0	0	0	Last 24 Hours	1.0	1.0	1.0	0	0	0	0	0	0	0
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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: _____
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 1 ☐ Class 2
☐ Driver's License (Sport Pilot only)
☐ 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
☐ Airplane Single-Engine
☐ Airplane Multi-Engine
☐ Gyroplane
☐ Powered Lift
☐ Instrument Airplane
☐ Instrument Helicopter
☐ Helicopter
☐ Glider
☐ 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 CREW MEMBERS (Exclusive of cabin attendants, complete the following information)

Pilot Name and Address		Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☒ Serious
First Name: <u>KENNETH</u>	City: [REDACTED]	
Middle Initial: <u>W</u>	State: [REDACTED]	
Last Name: <u>SINGLETARY</u>	Country: [REDACTED]	
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: <u>289.1</u> hrs		

Pilot Name and Address		Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious
First Name: _____	City: _____	
Middle Initial: _____	State: _____ ZIP: _____	
Last Name: _____	Country: _____	
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		Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious
First Name: _____	City: _____	
Middle Initial: _____	State: _____ ZIP: _____	
Last Name: _____	Country: _____	
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	Serious Injury	Minor Injury	No Injury	Unknown
First Name: <u>LYNN</u> Middle Initial: <u>M</u> Last Name: <u>SINGLETARY</u> City: [REDACTED] State: [REDACTED] Country: [REDACTED]	<u>RR</u>	☐	☐	☐	☐	☐	☐	☐	☒	☐	☐
First Name: <u>LESLIE</u> Middle Initial: _____ Last Name: <u>STURGEON</u> City: [REDACTED] State: [REDACTED] Country: [REDACTED]	<u>LB</u>	☐	☐	☐	☐	☐	☐	☐	☒	☐	☐
First Name: <u>MICAH</u> Middle Initial: _____ Last Name: <u>BLAIR</u> City: [REDACTED] State: [REDACTED] Country: [REDACTED]	<u>RF</u>	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐
First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ Middle Initial: _____ Last Name: _____ City: _____ State: _____ ZIP: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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.

SEE ATTACHMENTS

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

Operator/Owner Safety Recommendation

SEE ATTACHMENTS

Accident as described by Kenneth Singletary (Pilot in Command) for the flight from Lakeview Airport (30F) to Cedar Mills Airfield (3T0) on 23-August-2014 in 1968 Cessna Cardinal N3202T.

The flight included myself (Kenneth W. Singletary), my wife (Lynn M. Singletary), and a younger couple (Micah Blair & Leslie Sturgeon) who are kids (Micah) of close personal friends. At any rate the plan was to give them their first flight in a smaller airplane up to Cedar Mills for a late breakfast or early lunch.

I had already performed a preflight & flown my airplane earlier that morning heading over to NW Regional Airport (52F) to meet my former VFR Instructor to give her a gift. As well, I ran into a friend, whom I'd previously rented his Cessna 172 while I was getting my VFR Certification. At any rate, I showed him my airplane and took him for a flight back over to Lakeview to show him the airport as well as the hanger where we stored our airplane and then we flew back to NW Regional where I landed and then dropped him off back at his hanger. I then took off and when back to my home airport (Lakeview) landed and waited for my wife and Micah & Leslie to show up.

Micah & Leslie arrived before my wife so I walked them around the airplane and showed them all the things you need to do to preflight the airplane as well as explaining the various flight surfaces e.g. Flaps, Ailerons, Elevators, Trim Tab, and Rudder. As well, explained how the steering yoke controls the ailerons which controls the left & right banking of the airplane, how the back & forward motion of the yoke moves the elevators and how that controls the pitch (up & down movement) of the airplane. As well I explained how the left & right Rudder Pedals controls the vertical rudder and how that turns the airplane left & right. And lastly, I stressed the importance of keeping the feet & hands away from those controls (Rudder Pedals & Steering Yoke) during takeoffs, landings, & during our flight.

Once my wife arrived we departed our home location (Lakeview Airport 30F at Lake Dallas, TX.) around 9:30AM on runway 18 as we had a south wind of about 12-15 MPH. We did a left downwind departure to the northeast heading approximately 15 degrees towards Cedar Mills which is about 52 Statute Miles from our airport Lakeview. The plan was to maintain an attitude of approx. 1600 to 1700 MSL to give our novice passengers the opportunity to see the landscape e.g. Lake Lewisville, Lake Ray Roberts, Lake Texoma, ranches & crop circles, etc.

Prior to arriving at Cedar Mills and as their CTAF is the same frequency as Lakeview i.e. 122.9, I heard that others were landing to the west on RWY 25 versus RWY 07. About 5 Miles from the airport I announced that I was Cardinal 3202T approximately 5 miles south of the field at 1700 feet and would be entering into the pattern at a 45 for a left downwind on RWY 25 and a full stop. At the time there were no other aircraft that I

heard or saw in the pattern. By the time I got into the pattern I had lowered my indicated airspeed to 75-80 knots. When I was parallel to the east end of the field I again announced my intentions i.e. this is Cardinal 3202T on a left downwind for RWY 25 and a full stop, made my base call the same i.e. turning left base for RWY 25 for a full stop and then set my flaps to 10 degrees. When I made my left turn for final approach, I again announced Cardinal 3202T on final for RWY 25 for a full stop. By this time we were approximately $\frac{1}{4}$ mile from the end of the runway, we were at about 800 feet MSL as the field elevation is 640 MSL i.e. about 150 feet from the ground.

As we were approaching final, I looked at the windsock on the southeast end of the field, which I believe to be a 20 knot windsock and noticed there to be approximately 12 to 15 MPH left crosswind (coming from the south) as the windsock was about $\frac{2}{3}$'s inflated. Therefore I applied a slight amount of right rudder and about $\frac{1}{2}$ left aileron. About 300 feet from the end of the grass airstrip I applied full flaps at 30 degrees for a short field landing. As we were settling into ground effect, just before dropping below the tree line, which is on the south side of the field, the stall warning horn was going off continuously so I applied a small amount of power and then came off the power. As we dropped below the tree line the plane pitched to the left as we lost the right crosswind. At that time I neutralize the yoke came off the right rudder and we touch down on the left main landing gear a little harder than normal which caused the plane to skip approximately 10 to 15 feet. We again landed on the left main landing gear, then settled onto the right main landing gear and then onto the nose gear. Since the plane had veered left from the center of the runway I started applying right rudder; however the plane kept going to the left as the right rudder didn't appear to be having any effect on getting the aircraft to turn back to the right.

Without right rudder the airplane kept going left and the left wing struck a smaller tree tearing off the left navigation light and winglet. Shortly afterwards the left wing hit a 2nd tree which catapulted us more to the left and then we collided into a large tree, which struck the aircraft at the right bulkhead area bringing the aircraft to an abrupt stop where about $\frac{2}{3}$'s diameter of the tree was encapsulated into the right side cockpit of the airplane.

To my surprise I was conscious and I was able to open my door, get my seatbelt off and get out of the aircraft. I then put the pilot seat forward so Leslie, who was sitting behind me, could get out of the aircraft. I then asked my wife who was sitting in the back seat behind Micah if she was okay. She said she was alright and appeared okay with only a cut on her forehead. I saw Micah was unconscious so my main concern was to get his seatbelt off and then get him removed from the aircraft as there was fuel leaking from the engine compartment. As I was removing Micah from the passenger seat a gentleman came to help me get Micah from the plane as his feet & legs were stuck below the instrument panel and the rudder pedals. As we were pulling Micah out of the aircraft he became conscious, we put him on the ground about 15 feet from the aircraft. By then a lady had showed up at the accident and started consoling Micah as he became conscious waiting for the EMT to show up as Leslie had called 911 and we could hear the sirens from the fire-trucks and emergency vehicles getting closer. I then

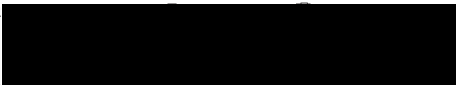
went back to the plane to help my wife get her seatbelt off and discovered her legs where caught up under the forward passenger set. I then had to go around to the passenger side of the airplane dislodge the door and push on the forward passenger seat so she could get her feet & legs un-lodged from under the seat. She was then able to get out of the aircraft and then went to find Leslie.

Once everyone was out and away from the aircraft I started surveying in & around the airplane picking up things such as cell phones, broken sunglasses, broken headset, purses, handbags, my flight bag, which had my flight logbook, sectional maps, AFD's, etc. At that time I noticed Micah was missing a shoe and I found the shoe down by the rudder pedals. The shoe was a slip-on type low quarter tennis shoe similar to the Vans skateboarding shoes. By this time, the EMT's had arrived and they decided that Micah and I needed to be airlifted to the Plano Medical Center because of Micah's severe conditions and the trauma I had suffered to my neck & head. My wife and Leslie were taken by ambulance to an emergency medical center in Sherman.

I feel very strongly the reason why I was unable to get right rudder back into the aircraft after touchdown was possible that Micah had his foot lodged either on the left rudder pedal or possibly his foot or tennis shoe got stuck underneath the right rudder pedal. This was a very unfortunate accident, but at least everyone survived where three of us were able to walk and get away from the aircraft and Micah will soon be getting out of the hospital as he was removed from CCU (Critical Care Unit) at Plano Medical Center and is being moved to Lewisville Hospital for rehab either today or tomorrow.

Thank God for everyone's survival and ability to recover. We all definitely had a Guardian Angel with us that day!

In the future, for all novice passengers riding in the front right seat, I'm going to make sure their seat is all the way back and locked into position. Also during takeoffs & landings remind them to keep their feet away & off the rudder pedals and as well keeping their hands clear of the steering yoke and all controls. In addition, when I have four passengers and there are any significant crosswinds, I will elect to not use full flaps for a short field landing as long as there is significant runway length.


Kenneth Wayne Singletary

16-Sep-2014

ADDITIONAL INFORMATION (Please type or print in ink)

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

SEE ATTACHMENTS

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**Date of this Report**

09/16/2014

mm/dd/yyyy

Signature and Name of Pilot/Operator

Signature: [REDACTED]

Type or Print Name:

KENNETH SINGLETARY

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.**

CEN14LA451

Reviewed by NTSB Regional Office

Denver

Name of Investigator

Folkerts

Date Report Received

9/18/2014