

From: [REDACTED]
To: [REDACTED]
Subject: Re: N8856B Accident
Date: Wednesday, December 13, 2017 10:02:54 AM

Matthew,

Re: N8856B Accident

On Saturday, December 9, 2017, Greg (student and owner of the 1958 Cessna 172) and I, departed Eagle Grove (KEAG) for a cross-country training session. Greg had invited his son Dennis to go along with us. We did two take offs and landings at the Eagle Grove airport before we started the cross-country. We flew to Mason City (KMCW) where we did three take offs and landings. Then, we proceed to Algona (KAXA) via pilotage where we landed. I instructed Greg on new airport procedures, where you find parking, etc; then, we did another take off and landing and again went to the ramp area. We decided to go into the terminal and warm up a little.

After being in the terminal for about 15 minutes, we returned to the aircraft. While at the ramp area, we went through the appropriate check lists and then taxied to runway 30. Again, after checking things over, we announced our departure and took off on runway 30 about 9:45 am. Greg climbed the plane straight out the runway. At about 1800 MSL he began to turn left on course to Eagle Grove. It was not too long after this turn that the motor just went silent. Greg announced to me, the motors dead. You got the airplane.

At this point, because we were at least 600 feet above the ground, I looked toward the airport environment with its multiple runways and accompanying grassy areas. I soon realized that the wind was very strong and if I put the plane down on runway 30 (now 12) I would be blown right past the end of the runway. At the end of runway 12, there is about 100 feet of grass and then it dives fairly steeply into a ravine. So, I started turning into the wind to reduces our ground speed and sought to land on the north-bound gravel road that borders the airport. As I approached the road, the stall warning devise was occasionally beeping, so I knew we were at the minimum flight speed boundary. When we came to touch down on the road, my left wheel caught the right edge of the road (for the direction we were flying) and just dumped us into the ditch.

Obviously, there was damage to the aircraft, but there were no injuries to student, passenger or instructor. A witness who saw us coming down, picked us up and took us to the airport. From there, we began our communications with the airport manager, the FAA, and the local sheriff's department. After we were cleared by the FAA to move the plane, we had the plane hauled to the Algona Municipal Airport where it is currently stored in a hangar awaiting further action.

Dan Fullerton [REDACTED]

Matthew, let me know if there is any other information that would be helpful.

On Tue, Dec 12, 2017 at 8:38 AM, [REDACTED] > wrote:

Dan and Greg,

This email is a follow up to our meeting yesterday at the Algona airport in regards to the accident involving aircraft N8856B. I'd like to thank you for all of the help and information you provided Brett and I with yesterday.

Brett and I received the photos from Greg yesterday. We still need both of you to write up a description of the events and send it to us as soon as possible. This will help us bring this investigation to a close in a timely manner. As soon as the investigation is complete I will inform you both of the outcome and release the aircraft back to Greg.

If you have any questions please do not hesitate to contact me.

Matt Ashe

Aviation Safety Inspector

Des Moines FSDO

[REDACTED]

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Dan Fullerton
DELF Enterprises