

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: IC B R D State: MN
 ZIP: _____ Country: USA
 Latitude: _____ (00:00:00 N/S) Longitude: _____ (000:00:00 E/W)

Date/Time

Date: 07-30-2018 Local Time: 10:00 AM
 mm/dd/yyyy Time Zone: CENTRA

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

1000 ft MSL

WEATHER INFORMATION AT THE ACCIDENT SITE

Weather Observation Facility

Facility ID: IC B R D
 Observation Time: 10:00
 Time Zone: CENTRA

Distance from Accident Site: 1.4 NM
 Direction from Accident Site: 160 degrees MAG

Source of Weather Information

(Check all that apply)

☐ National Weather Service ☐ Company
☐ Flight Service Station ☐ Military
☐ TV/Radio ☐ Internet
☒ Automated Report ☐ Unknown
☒ Commercial Weather Service (DUATS)

Method of Briefing

(Check all that apply)

☐ In Person
☐ Teletype
☒ Telephone/Computer
☐ Aircraft Radio
☐ TV/Radio
☐ Unknown

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

Visibility

10 miles

Sky/Lowest Cloud Condition

☒ Clear ☐ Thin Broken
☐ Few ☐ Thin Overcast
☐ Partial Obscuration ☐ Unknown
☐ Scattered

Ceiling

☒ None (clear) ☐ Obscured
☐ Broken ☐ Indefinite
☐ Overcast ☐ Unknown

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

Lowest Cloud Condition Height

_____ ft AGL

Ceiling Height

_____ ft AGL

Wind Direction

☐ Indicated: _____ degrees MAG
300
☐ Variable

Wind Speed

Velocity: 4 KTS
 -or-
☐ Calm
☒ Light and Variable

Wind Gusts

Velocity: 0 KTS
☐ Gusting
☒ Not Gusting

Type of Turbulence (Check all that apply)

☒ 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

Temperature:

_____ (C)
 or 75 (F)
 Altimeter Setting: 30.14 in. HG
 or _____ MB

Density Altitude:

_____ ft
 Dew Point: 6 (C)
 or 40 (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 (Check all that apply)

☒ 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

AIRCRAFT INFORMATION																																																						
Manufacturer: <u>BEECH</u> Model: <u>BONANZA A36</u> Serial Number: <u>E430</u> Registration Number: <u>N1886W</u>					Max Gross Weight: <u>3600</u> lbs Weight at Time of Accident: <u>3000</u> lbs Location of Center of Gravity at Time of Accident: _____ 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 <i>(Check all that apply)</i> Standard ☒ Normal ☐ Utility ☐ Acrobatic ☐ Transport Special ☐ Restricted ☐ Limited ☐ Provisional ☐ Experimental ☐ Special Flight ☐ Light Sport		Number of Seats: <u>6</u> If Large Aircraft, how many seats for: Flight Crew: <u>1</u> Cabin Crew: _____ Passengers: <u>1</u>		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: <u>04 30 2018</u> <u>ANNUAL</u> mm/dd/yyyy <u>APRIL 2018</u> Airframe Total Time: <u>4490</u> hrs hours measured at (check one) ☒ Last Inspection ☐ Time of Accident																																																	
IFR Equipped ☒ Yes ☐ No ☐ Unknown			Stall Warning System Installed ☒ Yes ☐ No ☐ Unknown		Type of Fire Extinguishing System ☐ None ☒ Specify <u>HALON</u>																																																	
ELT Installed ☒ Yes ☐ No ELT Activated ☒ Yes ☐ No			ELT Manufacturer: <u>ACK-804 BEECH</u> Model/Series: <u>406 MHz ELT</u> Serial Number: _____ Battery Type: _____ Battery Exp. Date: <u>OCT 2018</u>			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: <u>MT</u> Model: <u>COMPOSITE</u>			<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Engine</th> <th style="width: 20%;">Engine Manufacturer</th> <th style="width: 20%;">Engine Model/Series</th> <th style="width: 15%;">Manufacturing Serial Number</th> <th style="width: 10%;">Date of Mfg. mm/dd/yyyy</th> <th style="width: 10%;">Engine Rated Power Measured as (check one) ☒ Horsepower or ☐ lbs of Thrust</th> <th style="width: 10%;">Total Time (hours)</th> <th style="width: 10%;">Time Since Inspection (hours)</th> <th style="width: 10%;">Time Since Overhaul (hours)</th> </tr> </thead> <tbody> <tr> <td>Eng. 1</td> <td><u>COM</u></td> <td><u>20550</u></td> <td></td> <td></td> <td><u>300</u></td> <td><u>1600</u></td> <td><u><30</u></td> <td><u>1600</u></td> </tr> <tr> <td>Eng. 2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Eng. 3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Eng. 4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			Engine	Engine Manufacturer	Engine Model/Series	Manufacturing 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	<u>COM</u>	<u>20550</u>			<u>300</u>	<u>1600</u>	<u><30</u>	<u>1600</u>	Eng. 2									Eng. 3									Eng. 4								
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Eng. 3																																																						
Eng. 4																																																						
OWNER/OPERATOR INFORMATION																																																						
Registered Aircraft Owner Name: <u>VINCENT R FACCHIANO</u> Fractional Ownership Aircraft: ☐ Yes ☒ No					Owner Address City: _____ State: _____ 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 other aircraft)		
Aircraft Registration Number _____	Manufacturer: _____ Model: <u>NA</u>	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: _____		
AIRPORT INFORMATION (If the accident occurred on approach, takeoff or within 3 miles of an airport, complete this section)		
Airport Identifier: <u>K B R D</u> Airport Name: <u>BRAINERD</u>		Distance From Airport Center: <u>1.4</u> SM Direction From Airport: <u>160</u> degrees MAG Airport Elevation: _____ ft. MSL
Proximity to Airport ☒ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip		
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: <u>34</u> (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: <u>C-77</u> City: <u>POPLAR GROVE</u> State: <u>IL</u> Country: <u>USA</u>	Time of Departure Time: <u>8:00 AM</u> Time Zone: <u>CENT</u>	Destination Airport ID: <u>K B R D</u> City: <u>BRAINERD</u> State: <u>MN</u> Country: <u>USA</u>
		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 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)

80

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**

SEE ATTACHED

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.)

SEE ATTACHED

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)

SEE ATTACHED

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

SEE ATTACHED

PILOT "A" INFORMATION

Pilot "A" Responsibilities at the Time of Accident

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

Pilot "A" Identification

First Name: VINCE City: [REDACTED]
 Middle Initial: R State: [REDACTED]
 Last Name: FACCHIANO Country: [REDACTED]

Age at time of Accident: 64 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) (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

02-01-2017
mm/dd/yyyy

Medical Certificate Limitations

glasses

Medical Certificate Waivers

NA

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

03-08-2018
mm/dd/yyyy

Flight Review Aircraft

Make: Beech BONANZA
 Model: A36

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	3400	2907	3400	0	547	466	200	0	0	0
Pilot in Command (PIC)	3170	2907								
Time as Instructor	0	0								
This Make/Model										
Last 90 Days	30									
Last 30 Days	26									
Last 24 Hours	2									

PILOT "B" INFORMATION**Pilot "B" Responsibilities at the Time of Accident**

☐ 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: NA Country: _____

Age at time of Accident: _____ 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

____ 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)**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										

Pilot Name and Address	
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Degree of Injury

☐ None	☐ Fatal
☐ Minor	☐ Unknown
☐ Serious	

Seat Occupied

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

Total Flight Time at the Time of this Accident/Incident: _____ hrs

Degree of Injury

☐ None	☐ Fatal
☐ Minor	☐ Unknown
☐ Serious	

Seat Occupied

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

Total Flight Time at the Time of this Accident/Incident: _____ hrs

Degree of Injury

☐ None	☐ Fatal
☐ Minor	☐ Unknown
☐ Serious	

Seat Occupied

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

**Total Flight Time at the Time
of this Accident/Incident:** _____ hrs

Name and Address

[illegible]

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

Describe what occurred in chronological order, circumstances leading to accident and nature of accident. Describe terrain and include sketch of wreckage distribution if pertinent. Attach extra sheets if needed. State point of departure, time of departure, intended destination and services obtained.

SEE Attached

RECOMMENDATION (How could this accident have been prevented?)

Operator/Owner Safety Recommendation

SEE Attached

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

07-30-2018

mm/dd/yyyy

Signature of

Signature:

Type or Print Name:

Vincent R. Facchini

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.

CEN18LA302

Reviewed by NTSB Regional Office

Central

Name of Investigator

Folkerts

Date Report Received

8/6/2018

N1856W mechanical failure that resulted in off airport landing – pilot and passenger survived

News Report:

ate: 30-JUL-2018
Time: 09:50



Type: [Beech A36 Bonanza](#)
Owner/operator: Private
Registration: N1856W
C/n / msn: E-430
Fatalities: Fatalities: 0 / Occupants: 2
Other fatalities: 0
Aircraft damage: Unknown
Location: SE of Brainerd Lakes Regional Airport (KBRD), Brainerd, MN -  [United States of America](#)
Phase: Landing
Nature: Private
Departure airport: Poplar Grove (C77)
Destination airport: Brainerd Lakes Rgn'l (KBRD)
Narrative:

Following a loss of engine power during an approach to land on Runway 34, the aircraft impacted in a heavy wooded terrain east of Brainerd Lakes Regional Airport (KBRD), Brainerd, Minnesota. The airplane sustained unreported damage and the two related occupants, Husband & Wife (60), received minor injuries.

Sources:

<http://www.brainerddispatch.com/news/4479051-emergency-personnel-respond-plane-crash-near-airport>
<https://kstp.com/news/husband-wife-suffer-only-minor-injuries-after-plane-crash-near-brainerd-crow-wing-county-brainerd-lakes-regional-airport/5010494/>
<https://flightaware.com/live/flight/N1856W>
http://registry.faa.gov/aircraftinquiry/NNum_Results.aspx?NNumbertxt=N1856W
<https://abpic.co.uk/pictures/view/1483222>

Revision history:

July 30th 2018 10 AM

The last flight of N1856W took off @8 AM from C77 the home base on 30 July 2018 and cleared IFR as filed from C77 - Slows- KAHH – KBRD , to cruse IFR at 12,000 on a VFR day. Weather was clear below 12000 along the entire route with isolated patches of IFR. July 30th was the day after the EAA fly in to OSH and there were numerous planes in the area at various lower altitudes. The flight remained IFR till SE of KAHH and I cancelled IFR and continued VFR 12500 to destination along the filed flight path. The intention was to land KBRD runway 34 and follow to the first fix Runway 34 (Afuni) and track the final approach course VFR into KBRD.

We had and used portable oxygen on board and were in the habit to use that along each flight over 8000 feet. Oxygen was supplied to pilot and passenger by nasal canula and further monitored by pulse oximeter during climb and through the entire course until below 8000 on the VFR decent to KBRD.

Take off and cruse was uneventful. The fuel management started with full tanks at 37 useable each side and visually verified full to the top of cap, strained three ports to rule out water and confirmed 100 LL color during preflight. Right tank was active tank during climb and for the first hour with 18.00 gal used before switching. I switched to left during cruse at 12000 NE of K LSE which is after an hour in flight and would expect 17.5 used on left tank by the time of the accident.

I was on a gradual decent 60 NM out all the way to Afuni and tracking and descending approach path to on the path to runway 34. Winds were light and out of @ 300 at KBRD and weather was VFR. Then flying VFR over the Afuni fix I dropped landing gear and continued to descend. Then at Nuybi I dropped th gear and set up landing configuration pulling MP back to 18 and set RPM at 2500 and called the KBRD CTAF to announce I was on final and intentions. I was descending aprox 500 fpm prior to that fix and then plus-700-800 FPM at Nuybi which is 4.3 miles from the runway is and in line with runway 34. Within a @ 2 miles from the field the engine started to sputter and stopped. I responded by switching back to right tank and placed prop forward, added low boost and enriched the mixture. I turned the key as the prop had stopped to avail. I noted the boost pump sound but like I noted a week before there was no positive fuel flow when activating the electronic pump. I was slightly above the glide path when this happened to my recollection and within or under 1000 above ground.

I then became consumed with decisions regarding an off-airport landing. I started to bleed the speed off. I kept gear down intentionally and 10 degree of approach flaps and hit tree tops at aprox 45-50 K. There are Mississippi swamp water wet lands and islands of woods on this approach path. The tree tops looked like young birch trees and flexible. The marsh looked problematic for several reasons. So, the plan was to plant the craft in the tree tops at the lowest speed I could. It all happened in a flash of course and God was with us. I was surprised how it fell to the floor of the woods. The decent was checked by small caliber tree trunks and their branches which was far less violent than the wreckage would make it appear. I had my arms outstretched in front of me to brace forward movement, lap belt on and hooker harness in place with mags and switch off. Wings were kept level till it struck tree tops. The plane broke tree tops on its path and came to rest on the remaining half right-side wing between two young trees the other portion of the same wing mangled in the decent. The vertical stabilizer was

clipped off. The plane came to rest left wing pointing almost vertically up. The left wing had at least two significant damage points where that wing hit and broke the birch on the decent. There was no fire, explosion or smell of fuel which I felt was odd because each tank should have contained at least 17 gallons each. Fuselage was damaged but not severely crushed. The front and side windows were either intact or cracked slightly till I broke the passenger side to exit. I used a hammer and kicked out process to break out the passenger side window. I pulled the pin on the punch out side window exits but the right passenger window was not a possible exit as it was blocked by plant material. I exited the plane through the passenger front right side window as it was easier than trying to exit the higher side. The craft was now resting almost vertically on its right side. Once out I was able to rotate around and concentrate on the passenger, my wife Jody. She was positioned in the passenger side club seating face rearward as typical. Baggage had fallen on her. Those items were removed from the craft. Jody with my assistance exited the same front passenger side window that was facing the ground as I did. Then we kept our distance from the craft in case of explosion. The first cell call was to KBRD Northpoint FBO reporting that we needed help. Jessica answer and dispatched the Sheriff. The sheriff was in contact with my wife Jody on her cell and we were eventually located 1.15 min later using heat seeking devices on two helicopters. We were ill prepared for the thick woods and the heat but had water. For over an hour and a half we suffered numerous mosquito bites, bee stings and poison ivy which by far was worse anxiety producing than the crash itself.

Mechanical and airworthiness history.

The plane had a recent annual this April 2018, IFR check and was airworthy. Then on a flight from KBRD to C77 July 19th I had a vacuum pump fail while in cruise on a IFR plan but VFR conditions. I landed and brought the craft to Fienfield Aviation 3CK. There they replaced a mag (overhauled by Poplar Gove Air Motive C77), vacuum pump and performed an oil change. It is typical when the oil is changed on a turbo normalized A 36 that fuel lines are disassembled to access the fuel filter. **On July 23rd** I picked the craft up at 3CK and flew with my wife VFR picking up an IFR plan outside of C77 and flew to KBRD as filed. That flight was primarily in VFR conditions, but ceilings were lower at KBRD requiring an approach to the field. We were given vectors for localizer 23. It was on **this flight that I noted some abnormalities**. First was **when changing tanks outside of KLSE at cruse altitude** as was the habit along this route the **plane hesitated as if it did not receive fuel** and then regained smooth operation without any change in inputs and I continued uneventfully till I was on the approach ILS 23. Then when on the ILS 23 and inside the FAF while the plane was configured at 18-inch MP and 2500 RPM on a decent the engine **sputtered as if was running out of gas it was still on the left tank**. I responded by switching tanks from left to right, enriched the mixture, RPMs and applied low boost pump which captured a smooth-running engine and we landed safely. I then taxied and switched back to left tank to see if I could duplicate the issue. The engine sputtered and stopped when left on the left tank on the taxiway. I restarted the engine on right tank and taxied to the ramp **where is stopped on its own once again**. I noted that when I applied low or high boost pump I heard the pump but did not see fuel flow. When I discussed the concern with Northpointe aviation I suggested the electronic boost pump should be replaced as it was acting as it did not receive fuel. **The mechanics evaluated fuel flows for both pumps**

however could not confirm or duplicate the problem and released the craft for flight. I tested the craft with touch and goes around KBRD and the next day flew home from KBRD to C77 July 27th without incident. Each flight lasts 1.50 to 2.05 min in flight and requires around 40 gallons of fuel. I refill after each landing religiously and verify the quantity used and replaced - so fuel should not have been a problem. **The refueling of the craft and the last flight, July 29th indicated 52.9 gallons** were added which fits the stop and go flights and the 2 hr long cross country which terminated with a VOR Alpha to C 77 approach and a typical landing.

I have known where pilots have been fooled into thinking tanks are full but later learned the bladders were collapsed. It should be noted I had refueled the plane before Northpointe Aviation evaluated the craft. They did not review or confirm the fuel capacity or rule out collapsed bladders. **Since I did refill with the same quantity of fuel used the flight before the crash think there should be 37 gallons of fuel after this typical flight in the crashed craft if the rubber bladders remained unpunctured.**

It should also be noted the engine ran very smooth LOP and there was no indication on the JPI engine monitor of any irregularities during flight or decent. The fuel consumption and indicators were as expected. The concerns with the engine seem to be noticed first on the July 23rd flight which was the first flight after the last service where an oil change, vacuum pump and an overhauled mag was installed the day before. The subsequent mechanical check outs after the first incident and test flights that followed could not duplicate the concern until this fateful flight 30 July 2018.

Pilot

Vincent Ralph Facchiano – not to be confused with my son who is a commercial pilot of the same name and middle initial M.

[REDACTED]

Pilot cert: [REDACTED]

SE Land Commercial and IFR ratings

- Recent 90 days 30 hrs
- IFR currently 8 apr in last 6 months, tracking, holding 3406 TT
- 2907 hrs in this specific A36 N 1856 W

Flight review and ICC with BPPP training performed each year.

- Current **Mach 2018 C Bailey CFII and BPPP recurrent training**

Last medical –

- third class expires Feb 2019

Recent evaluation post-crash found pilot in good health drug and alcohol (free (Essentia Medical) . Several tests were done after the accident in case the FAA wanted to rule out cardiac conditions. Essentia Hospital ran echocardiogram, EGKs with and without stress, myocardial perfusion scans tests, serial blood work and BP / HR monitoring for 24 hrs all under orders and care of cardiologist Dr Rich MD.

Medical records can confirm show there are no medical reasons that contributed or preclude me piloting an aircraft.

Pilot total hrs total and in specific type: 2907

I have **over 3400 total flight time** and **more than 2/3 of that time was in this specific Bonanza** and I am very experienced with long cross countries and specifically with this route and fields. The Bonanza was turbo normalized in 1999, beacon ELT, IFR Certified, ABS -out compliant and had up to date avionics which included an engine analyzer. Foreflight with Stratus Horizon on I PAD and a Stratus II receiver provided current VFR and IFR charts, weather and approach charts required for navigation and approach. There was never an indication on the engine analyzer to suggest engine malfunction. So, **for almost 24 years I have been flying N1856W exclusively and for past 19 years I have been flying the turbo normalized version of this 1973 A 36 with its IO 550 engine and averaging 80-100 hrs a year**

Opinion:

The engine malfunction that resulted in an off-airport landing July 30th in this pilot's opinion seems to **indicate fuel access issue or perhaps an intermittent fuel flow concern that was not diagnosed despite review by pilot and several mechanics prior to the event.** I chose to own a plane which I loved and cared for in an exceptional manner. I never wanted an unexpected mechanical issue due to deferred maintenance result in a catastrophic event and become a risk to pilot and occupants. I flew often on IFR plans in VFR and MVFR conditions and respected my limitations. In reflection I could have glided further with gear up and tighter control on best glide AS but I was certain I would not have made the field without power. I was too low with obstructions along the path and running out of options all in a matter of < 2 minutes. I saw no acceptable roads and a swamp area that had rail tracks across them. I trusted my intuition and maintained control. I did my best to reduce the speed and decided to plant the belly on the tree tops in landing configuration which I felt would be the best option to protect the occupants and help dissipate the inertia on the fall to the ground. The young tree tops could absorb most all the forward energy as well as ease the path to the ground and indeed that is what happened. I was amazed that the path to the ground in this case seemed less violent than auto accidents I have experienced. Thank God we are alive. I hope to learn what went wrong and fly again someday soon.

Copies

- Airworthiness Certificate (copy supplied)
- Registration IL (review by internet please)
- Copy of private pilot certificate (copy supplied)
- Pilot medical (thrid class and current – copy supplied)
- Pilot log book last 90 days (copy supplied)
- Flight review and ICC (BPPP BFR and ICC by C Bailly CFII March 2018)
- High Performance and complex aircraft endorsement (copy 1994)
- **NSTB form 6120** copied to Global Insurance, NTSB and pilot (copy)
- Airframe prop and engine log books and copies of last annual and service entries (to be sent by Fienfield Aviation – pending)