

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

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

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Bowman State: ND

ZIP: 58623 Country: USA

Latitude: 46.9.93 N Longitude: 103.18.04 W

(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 08/26/2018 Local Time: 11:55am

mm/dd/yyyy

Time Zone: Mountain

Collision with Other Aircraft: ☐ Midair ☐ On-ground ☒ None

AIRCRAFT INFORMATION

Registration Number: N666WW

Manufacturer: Beechcraft

Model: B 33 Debonair

Serial Number: CD 572

Year of Manufacture: 1962

Amateur-Built: ☐ Yes ☒ No If Yes: ☐ Kit/Plans ☐ Original Design Make: _____

☒ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: 3050 lbs

Weight at Time of Accident/Incident: 2850 lbs

Number of Seats: 4 Flight Crew Seats: 2

Cabin Crew Seats: _____ Passenger Seats: 2

Number of Engines: 1

Category of Aircraft

- ☒ Airplane
- ☐ Balloon
- ☐ Blimp/Dirigible
- ☐ Glider
- ☐ Gyroplane
- ☐ Helicopter
- ☐ Powered Lift
- ☐ Rocket
- ☐ Ultralight
- ☐ Unknown

Type of Airworthiness Certificate
(Check all that apply)

Standard

- ☒ Normal
- ☐ Aerobatic
- ☐ Balloon
- ☐ Commuter
- ☐ Transport
- ☐ Utility

Special

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

☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear

(Check all that apply)

☒ Retractable

- ☒ Tricycle ☐ Tailwheel
- ☐ Amphibian ☐ High Skid
- ☐ Emergency Float ☐ Skid
- ☐ Float ☐ Ski
- ☐ Hull ☐ Ski/Wheel

☐ Other Launch/Recovery System

☐ None ☐ Unknown

Engine Type (Select one)

- ☒ Reciprocating ☐ Liquid Rocket
- ☐ Turbo Shaft ☐ Solid Rocket
- ☐ Turbo Prop ☐ Hybrid Rocket
- ☐ Turbo Jet ☐ None
- ☐ Turbo Fan ☐ Unknown
- ☐ Electric

Fuel System Type (Reciprocating)

☐ Carburetor ☒ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	Continental	IO 470K	On file with Bismarck A	On file with	225	4749.65	5	780
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

- ☐ 100-Hour ☐ Continuous Airworthiness
- ☐ AAIP ☐ Conditional Inspection
- ☒ Annual ☐ Unknown

Date Last Inspection: 08/03/2018
mm/dd/yyyy

Airframe Total Time: On file with Bismarck hrs

hours measured at (Select one)

☒ Last Inspection ☐ Time of Accident/Incident

Type of Maintenance Program (Select one)

- ☒ Annual
- ☐ Conditional (Amateur-built only)
- ☐ Manufacturer's Inspection Program
- ☐ Other Approved Inspection Program (AAIP)
- ☐ Continuous Airworthiness
- ☐ Other, specify: _____

Description of Fire Extinguishing System

- ☐ None
- ☒ Specify: Hand Held fire extinguisher.

Propeller 1

- ☐ Fixed Pitch
- ☒ Controllable Pitch
- ☐ Ground Adjustable

Manufacturer: McCauley

Model: 90 DFA 10

Propeller 2

- ☐ Fixed Pitch
- ☐ Controllable Pitch
- ☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: On file with Bismarck

Model or Part No.: _____

TSO No.: ☐ C91 (121.5 MHz) ☐ C91a (121.5 MHz)
☐ C126 (406 MHz)

Was ELT still mounted in aircraft? ☒ Yes ☐ No

Was ELT still connected to antenna? ☒ Yes ☐ No

Did ELT Activate? ☐ Yes ☒ No

If activated:

Did ELT Aid in Locating Aircraft: ☐ Yes ☒ No

If not activated:

- Indicate Reason:
- ☐ Impact Damage
 - ☐ Fire Damage
 - ☐ Battery Expired/Damaged
 - ☒ Unknown

Additional Equipment (Check all that apply)

- ☒ ADS-B
- ☐ Airframe Parachute
- ☐ Angle of Attack Indicator
- ☒ Autopilot
- ☐ Data Recorder
- ☒ Electronic Flight Bag or Handheld Device
- ☐ Electronic Multifunction Display
- ☒ Electronic Primary Flight Display
- ☐ Handheld GPS
- ☐ Heads Up Display
- ☐ Onboard Weather
- ☐ Satellite Tracking Device
- ☒ Stall Warning System
- ☐ Video Recording Device
- ☐ Other, Specify: _____

OWNER/OPERATOR INFORMATION**Registered Aircraft Owner**Name: Charles J. Conrick IVCity: DickinsonState: NDZIP: 58601Fractional Ownership Aircraft: ☐ Yes ☒ NoCountry: USA**Operator of Aircraft**☒ Same As Registered Owner☒ Same Address as Registered Owner

Name: _____

City: _____

Doing Business As: _____

State: _____

ZIP: _____

Air Carrier/Operator Designator (4 Character Code): _____

Country: _____

Operating Certificates Held

(Check all that apply)

- ☒ None
☐ Flag Carrier Operating Certificate (FAR 121)
☐ Supplemental
☐ Air Cargo
☐ Foreign Air Carriers (FAR 129)
☐ Rotorcraft External Load (FAR 133)
☐ Commuter Air Carrier (FAR 135)
☐ On-Demand Air Taxi (FAR 135)
☐ Commercial Air Tour (FAR 136)
☐ Agricultural Aircraft (FAR 137)
☐ Pilot School (FAR 141)
☐ Certificate of Authorization or Waiver (COA)
☐ Commercial Space Transportation
Experimental Permit
☐ Commercial Space Transportation License
☐ Other Operator of Large Aircraft

Regulation Flight Conducted Under

- ☒ FAR 91 ☐ FAR 129 ☐ FAR 415
☐ FAR 103 ☐ FAR 133 ☐ FAR 431
☐ FAR 121 ☐ FAR 135 ☐ FAR 435
☐ FAR 125 ☐ FAR 137 ☐ FAR 437
- ☐ FAR 91 Special Flight
☐ Non-US, Commercial
☐ Non-US, Non-commercial
- ☐ Public Aircraft (Select one)
☐ Armed Forces
☐ Federal
☐ State
☐ Local
☐ Unknown

Revenue Operation for FAR 121, 125, 129, 135

(Select one for each group)

- ☐ Scheduled or Commuter ☐ Domestic
☐ Non-Scheduled or Air Taxi ☐ International
- ☐ Passenger
☐ Cargo
☐ Mail Contract Only

Purpose of Flight for FAR 91, 103, 133, 137

(Select one)

- ☐ Aerial Application ☐ Firefighting ☐ Unknown
☐ Aerial Observation ☐ Flight Test
☐ Air Drop ☐ Glider Tow
☐ Air Race/Show ☐ Instructional
☐ Banner Tow ☐ Other Work Use
☐ Business ☐ Personal
☐ Executive/Corporate ☐ Positioning
☐ External Load ☐ Skydiving
☐ Ferry

Revenue Sightseeing Flight☐ Yes ☒ No**Air Medical Flight**☐ Yes ☒ No**AIRPORT INFORMATION (Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)**Airport Name: Bowman, ND MunicipalDistance From Airport Center: 1 smAirport Identifier: KBWWDirection From Airport: 145 degrees trueProximity to Airport: ☒ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/AAirport Elevation: 2965 ft. msl**Runway Information**Runway ID: 13 (L/R/C) Length: 5701 ft Width: 75 ft**Runway/Landing Surface (Check all that apply)**

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

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
☐ Slush-Covered ☐ Vegetation ☐ Unknown

Approach/Departure Segment (Select one)

- ☐ Taxi ☐ VFR Departure ☐ On Instrument Approach ☐ Downwind ☐ Low Approach
☐ Takeoff ☐ IFR Departure Procedure/Clearance ☐ Landing ☐ Base ☐ Go Around
☒ Initial Climb ☐ Final ☐ Crosswind ☐ Aborted Landing (after touchdown)
☐ Unknown

IFR Approach (Check all that apply)

- ☒ None
☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice
☐ SDF ☐ Sidestep ☐ LDA ☐ GPS
☐ VOR/TVOR ☐ ILS ☐ ASR
☐ VOR/DME ☐ Localizer Only ☐ Visual
☐ TACAN ☐ LOC-back course ☐ Contact
☐ RNAV ☐ Circling
☐ Unknown

VFR Approach (Check all that apply)

- ☒ None
☐ Traffic Pattern ☐ Stop and Go
☐ Straight-In ☐ Touch and Go
☐ Valley/Terrain Following ☐ Simulated Forced Landing
☐ Go Around ☐ Forced Landing
☐ Full Stop ☐ Precautionary Landing
☐ Unknown

"FLIGHT CREWMEMBER 1" INFORMATION																																																																																																				
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"Flight Crewmember 1" Identification First Name: <u>Charles</u> Middle Initial: <u>J.</u> Last Name: <u>Conrick IV</u> City of Residence: <u>670 4th Ave E, Dickinson</u> State: <u>ND</u> ZIP: <u>58601</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>65</u> Date of Birth: [REDACTED] <i>mm/dd/yyyy</i> Certificate Number: [REDACTED]																																																																																																				
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Principal Occupation ☐ Pilot ☒ Other ☐ Unknown				Medical Certificate ☐ None ☒ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☐ Class 2 ☐ Unknown																																																																																																
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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 ☐ 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																																																																																														
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"FLIGHT CREWMEMBER 2" INFORMATION																				
"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident ☐ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																				
"Flight Crewmember 2" was pilot flying ☐ Yes ☐ No																				
"Flight Crewmember 2" Identification First Name: <u>N/A</u> City of Residence: _____ 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		Restraint Type <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> Available ☐ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown </td> <td style="width: 50%; vertical-align: top;"> Used ☐ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown </td> </tr> </table>			Available ☐ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Used ☐ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown											
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☐ None	☐ Flight Instructor	☐ Commercial	☐ US Military																	
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☐ Student	☐ Sport	☐ Flight Engineer																		
Principal Occupation ☐ Pilot ☐ Other ☐ Unknown		Medical Certificate ☐ None ☐ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☐ Class 2 ☐ Unknown		Medical Certificate Limitations 			Medical Certificate Special Issuance 													
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 ☐ 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													
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Time as Instructor																				
This Make/Model																				
Last 90 Days																				
Last 30 Days																				
Last 24 Hours																				

ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)									
Crew Name and Address					Seat Occupied		Injury		
First Name: <u>N/A</u>		City of Residence: _____			☐ Left ☐ Center ☐ Right	☐ Front ☐ Rear ☐ Single ☐ Unknown	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown		
Middle Initial: _____		State: _____ ZIP: _____							
Last Name: _____		Country: _____							
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign					Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown		
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No				Total Flight Time at the Time of this Accident/Incident: _____ hrs					
Crew Name and Address					Seat Occupied		Injury		
First Name: _____		City of Residence: _____			☐ Left ☐ Center ☐ Right	☐ Front ☐ Rear ☐ Single ☐ Unknown	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown		
Middle Initial: _____		State: _____ ZIP: _____							
Last Name: _____		Country: _____							
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign					Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ 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 cabin crew; continue on separate sheet if necessary)									
Name and Address			Seat	Injury	Restraint Type		Inflatable Restraints	Age	
First Name: <u>Charles</u> City: [REDACTED] Middle Initial: <u>J</u> State: <u>ND</u> ZIP: <u>58601</u> Last Name: <u>Conrick III</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other			☐ Left ☐ Center ☒ Right ☐ Unknown Row: _____	☐ None ☒ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☒ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☒ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown		
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other			☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown		
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other			☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown		
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other			☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown		

Last Departure Point	Time of Departure	Destination	Type Flight Plan Filed
Airport ID: <u>KBWW</u>	Time: <u>11:55 am</u>	Airport ID: <u>KDIK</u>	☐ None ☐ VFR/IFR
City: <u>Bowman</u>		City: <u>Dickinson</u>	☐ Company VFR ☒ IFR
State: <u>ND</u>	Time Zone: <u>MT</u>	State: <u>ND</u>	☐ Military VFR ☐ Unknown
Country: <u>USA</u>		Country: <u>USA</u>	☐ VFR
			Activated? ☐ Yes ☒ No ☐ Unknown

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 G	☐ Military Operations Area (MOA)	☐ Special
☐ Class B	☐ Demo Area	☐ Airport Advisory Area	☐ Air Traffic Control Area
☐ Class C	☐ Warning Area	☐ Jet Training Area	☐ Unknown
☐ Class D	☐ Prohibited Area	☐ TRSA	
☐ Class E	☐ Restricted Area	☐ FAR 93	

Altitude of In-Flight Occurrence: 3400 ft msl

Source of Pilot Weather Information <i>(Check all that apply)</i>		Weather Observation Facility	
☐ National Weather Service ☐ Flight Service Station ☐ TV/Radio ☒ Automated Report ☐ Commercial Weather Service (DUATS) ☐ On-Board Weather	☐ Company ☐ Military ☐ Internet ☐ None ☐ Unknown	Facility ID: <u>KBWW</u> Observation Time: <u>11:55 MT - 17:55 UTC</u> Time Zone: <u>MT</u> Distance from Accident Site: <u>0</u> nm Direction from Accident Site: <u>0</u> degrees true	

Basic Conditions	Light Condition			
☒ VMC	☐ Dawn	☐ Dusk	☐ Dark Night	☐ Unknown
☐ IMC	☒ Day	☐ Night	☐ Bright Night	
☐ Unknown				

Sky/Lowest Cloud Condition ☐ Clear ☒ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered	Ceiling ☐ None (Clear) ☐ Obscured ☒ Broken ☐ Indefinite ☐ Overcast ☐ Unknown	Temperature: <u>19</u> (C) or _____ (F) Dew Point: <u>14</u> (C) or _____ (F) Altimeter Setting: <u>29.62</u> in. Hg or _____ MB
Lowest Cloud Condition Height <u>1300</u> ft agl	Ceiling Height _____ ft agl	

Wind Direction ☒ Variable - or - Direction: _____ degrees true	Wind Speed ☐ Calm ☐ Light and Variable - or - Speed: <u>5</u> kts	Wind Gusts ☒ Not Gusting - or - Speed: _____ kts	Visibility <u>10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: _____ ft
--	--	--	---

Intensity of Precipitation	Type of Precipitation (Check all that apply)	Restriction to Visibility (Check all that apply)
☐ Light ☐ Moderate ☐ Heavy ☐ N/A ☐ Unknown	☒ None ☐ Rain ☐ Snow ☐ Hail ☐ Rain Showers ☐ Drizzle ☐ Ice Pellets ☐ Snow Pellets ☐ Snow Grains ☐ Ice Crystals ☐ Freezing Rain ☐ Snow Shower ☐ Ice Pellets Shower ☐ Freezing Drizzle	☒ None ☐ Blowing Dust ☐ Blowing Sand ☐ Blowing Snow ☐ Blowing Spray ☐ Dust ☐ Fog ☐ Ground Fog ☐ Haze ☐ Ice Fog ☐ Smoke ☐ Unknown

Icing Forecast		Icing Actual		Turbulence	
Amount	Type	Amount	Type	Type <i>(Check all that apply)</i>	Severity
☒ None	☐ N/A	☒ None	☐ N/A	☒ None	☐ Light
☐ Trace	☐ Rime	☐ Trace	☐ Rime	☐ Clear Air	☐ Moderate
☐ Light	☐ Clear	☐ Light	☐ Clear	☐ Terrain-Induced	☐ Severe
☐ Moderate	☐ Mixed	☐ Moderate	☐ Mixed	☐ Convective Turbulence	☐ Extreme
☐ Severe	☐ Unknown	☐ Severe	☐ Unknown		
☐ Unknown		☐ Unknown			

None

DAMAGE TO AIRCRAFT AND OTHER PROPERTY			
Aircraft Damage ☐ None ☒ Substantial ☐ Minor ☐ Destroyed ☐ Unknown	Aircraft Fire ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Fire at Unknown Time ☐ On-Ground ☐ Unknown	Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Explosion at Unknown Time ☐ On-Ground ☐ Unknown	
Description of Damage to Aircraft and Other Property <i>(Use additional sheet if necessary)</i> Substantial damage to landing gear, wings, and nose. Appears nose gear collapsed in ground rut causing nose and prop to strike ground and substantially damage engine compartment, engine, prop, and wings. Main landing gear also collapsed under stress and folded up into wing spar.			
NARRATIVE HISTORY OF FLIGHT <i>(Please type or print in ink)</i>			
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 departure time and and location, services obtained, and intended destination. Provide as much detail as possible.			
Pilot, Charles J. Conrick IV and passenger Charles J. Conrick III(father) flew from Dickinson, ND to Bowman, ND on 08-26-2018 leaving Dickinson, ND at 0830 AM arriving Bowman Municipal Airport at 9:10 AM MT. Pilot and passenger attended local church services in Bowman, returning to Bowman Municipal Airport at 11:15 AM.			
Pilot, Conrick IV topped main tanks off at Bowman Municipal taking 25 gallons of 100LL AVgas. After appropriate checklists and runup, pilot departed KBWW at 11:55am MT for KDIK. At 400 feet AGL, engine sputtered and power loss of at least 90 % occurred.			
Pilot established proper glide speed activated electric fuel pump, but engine continued to sputter and altitude loss continued. Pilot sough best available landing field and time available resulting in forced landing in hilly farm pasture about one mile from Bowman Airport. Landing was hard, but controlled.			
Pilot brought mixture to idle cutoff and turned off magnetos. Pilot contacted 911 and local ambulances were on scene within 20 minutes of incident. Landing was hard,but			

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

Operator/Owner Safety Recommendation

N/A

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)Was there Mechanical Malfunction/Failure? ☒ Yes ☐ No

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

Engine lost power at about 400 feet agl appearing to suffer fuel loss? Pilot activated electric fuel pump which seemed to cause partial power which quickly receded prior to engine continuing to sputter but producing very little if any effective thrust.

Total Time/Cycles
On Part

750 SMOH Hours

Cycles

Time Since This Part
Inspected/Overhauled

5 Hours

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff

(Convert from pounds, as necessary)

95 Gallons

Fuel Type

☐ 80/87☐ 115/145☐ Jet B☐ Other, specify _____☒ 100 Low Lead☐ Jet A☐ JP8☐ 100/130☐ Jet A-1☐ Automotive

Other Services, if Any, Prior to Departure

Pilot topped off main tanks to 40 gallons each at KBWW. Aircraft took 25 gallons at KBWW fuel station.

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☐ Yes ☒ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

Pilot called 911 and local Bowman ambulances showed up at scene within 20 minutes. Both pilot and passenger were in Bowman-Southwest Health Center emergency room within 45 minutes of incident.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)

Aircraft Registration Number

N/A

Manufacturer: _____

Model: _____

Damage to Other Aircraft

☐ Destroyed☐ Minor☐ Substantial☐ None

Registered Owner of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

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

09/03/2018

mm/dd/yyyy

Name of Pilot/Operator: Charles J. Conrick IV

Signature: _____

-- or --

☒ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____

Title: _____

Signature: _____

-- or --

☐ Check here to electronically sign this document

FOR NTSB USE ONLY

NTSB Accident/Incident No.
CEN18LA354

Reviewed by NTSB Regional Office
Central Region

Name of Investigator
Jennifer S.Rodi

Date Report Received
09/03/2018

Date: September 3rd, 2018

Owner History Synopsis of N666WW of Dr. Charles J. Conrick IV - October 15, 2017 to September 1, 2018

1. October 2017: Conrick negotiates aircraft purchase with George Johnson of Carolina Aircraft, Inc.
2. October-November 2017: Causey Aviation conducts prebuy investigation of aircraft.
3. December 2017: Conrick negotiates final purchase price of aircraft with George Johnson based on Squawks found during prebuy investigation.
4. December 2017: Conrick purchased aircraft from George Johnson of Carolina Aircraft Inc.
5. January 14, 2018: Conrick flies N666WW from Greensboro, NC to Bismarck, ND. Conrick leaves aircraft with Bismarck Aero Center for complete repair of all squawks found in prebuy and addition of G430-WAAAS and Stratus 2i transponder with ADS-B out. Conrick leaves aircraft with Bismarck Aero until March of 2018.
6. Conrick picks up aircraft March 31, 2018.
7. Conrick conducts numerous local flights, one long distance flight to Chicago, IL in May, 2018. Conrick and spouse fly from KDIK to Jackson Hole, WY on June 18, 2018. Conrick notices oil temperature high at 220 degrees F.
8. July 5, 2018 Bismarck Aero Center performs oil change and oil analysis. Conrick is advised to proceed with flights to Minneapolis on July 13, 2018 and to Denver, CO on July 18, 2018.
On July 23, 2018, Conrick returns aircraft to Bismarck Aero Center for an oil change and oil analysis. Also, since high oil temperatures had continued, Conrick requested that during Annual inspection being conducted from July 23, 2018 to August 03, 2018, a remodeled oil cooler be installed per Bismarck Aero's instruction. The Annual was successfully concluded by August 03, 2018. Oil Analysis results showed significant drop in iron content of oil in PPM.
9. Conrick picked up aircraft on August 08, 2018 from Bismarck Aero and flew back to KDIK with oil temperature still running about 220 degrees F. Conrick reported oil temp issue to Bismarck Aero and was instructed to bring back aircraft for installation of new Vernatherm.
10. Conrick brought aircraft back to Bismarck Aero on August 15, 2018 for installation of new Vernatherm.
11. August 22, 2018 Conrick picks up aircraft at Bismarck Aero after installation of new Vernatherm. On return flight back to KDIK, Conrick notices oil temperature rises still to about 210 degrees F. Conrick and Bismarck Aero agree that next step will be to contact Continental Engines for possible solution. In the interim, Conrick and Bismarck Aero agree that Conrick should fly aircraft a few more hours to facilitate further oil analysis. Conrick was advised by Howard that fuel had been drained from aircraft to establish empty weight. Fuel was then replaced into aircraft and Conrick was advised that left tip was empty and left main had 40 gallons, right main had 40 gallons, and right tip had 17 gallons. This was confirmed visually by Conrick.

12. August 26, 2018 Conrick and father fly N666WWW to Bowman, ND to attend church services. On flight to Bowman, engine ran smoothly and oil temperature ran at about 200 degrees F. Conrick burned fuel off of right main and drew off of right tip on flight from Dickinson to Bowman, ND. Prior to departure from Bowman back to Dickinson, Conrick topped off both main tanks with 100LL AV gas from Bowman Municipal Airport station. At takeoff from Bowman, left tip had 2 gallons, left main 40 gallons, right main 40 gallons, right tip 8 gallons.
13. After successful preflight and runup, Conrick took off from Bowman Runway 13 and at 400 AGL, engine began sputtering severely and significant power loss ensued. Conrick activated electric fuel pump which seemed to help for a moment. Engine continued severe sputtering with altitude loss. Conrick executed forced landing in farm pasture less than one mile from Bowman Airport. Conrick dialed 911 and Conrick and father were transported via ambulance to Southwest Health Services in Bowman, ND for emergency care and treatment. Conrick IV suffered head lacerations and broken right wrist. Conrick III suffered multiple head arm, and leg lacerations.
14. Aircraft was substantially damaged. Conrick suspects nose gear collapsed with subsequent propeller strike into field. It appears engine cowl, engine, wings, and landing gear all suffered severe damages. Currently, to Conrick's knowledge, aircraft is being transported to Beegles Aviation in Greeley, Colorado for complete accident investigation by Jennifer Rodi, PhD., of the NTSB.

Please see attached exhibits of oil analysis, aircraft status sheet report from Bismarck Aero Center, and photograph taken by Conrick over Rocky Mountains on June 25, 2018 of high oil temperatures.

3319 W. Earll Drive, Phoenix, Arizona 85017
Phone: 800-445-7930 Fax: 602-252-4639

http://webtrieve.alstribology.com ****email: [REDACTED]

Customer Name: BISMARCK AERO CENTER

Tail Number: N666WW

Comp Serial No: 092877-R

Address: [REDACTED]
Bismarck ND 58504
USA

Aircraft Make: Beechcraft

Comp Name: Single Engine

Aircraft Model: BEECH 35

Comp Make: Continental

Phone: 701 223 4754

Serial No:

Comp Model: IO-470K

Fax: [REDACTED] *25164 78 Hz* **UIN:** 01E1188

Sample No.	44150188331	44150187089	44150026227	44150013174	44150009268	44110972569
Date Sampled	23-Jul-18	05-Jul-18	02-Aug-11	04-Jan-11	29-Oct-10	28-Apr-09
Date Tested	31-Jul-18	11-Jul-18	02-Aug-11	11-Jan-11	09-Nov-10	01-May-09
Oil Brand	Shell	Shell	Phillips 66	Phillips 66	Shell	Shell
Oil Type	Aeroshell W	Aeroshell W	XC Aviation MV	XC Aviation MV	AeroShell W100	AeroShell 100
Oil Grade	SAE 15W50	SAE 15W50	SAE 20W50	SAE 20W50	SAE 50	SAE 50
Oil Hrs	22	72	18	37	85	62
Oil Added	1.0	5.0	0.5	3.0		1.0
Hrs Since New		7710	4548	3952		3791
Rebuild Hrs	732		241	37	170	62
Metals (ppm)						
Aluminium (Al)	6	23	6	6	6	18
Iron (Fe)	100.19	378.42	35.10	40.70	58.18	139.00
Copper (Cu)	12.25	17.21	13.45	22.70	26.08	129.00
Nickel (Ni)	9	29	5	4	4	10
Chromium (Cr)	18	45	5	5	6	14
Silver (Ag)	<1	<1	<1	<1	<1	<1
Contaminants (ppm)						
Silicon (Si)	7	12	14	17	15	105



Sample No.

Diagnosis/Recommendations

- 44150188331** *2* Iron still appear slightly high for oil time. Possible residual carryover from oil change. Resample next oil change to check wear trend.
- 44150187089** *1* Wear metals appear high for oil time. Possible corrosion if aircraft not flown regularly. Check oil filter for chips. Resample next oil change to check wear trend.
- 44150026227** All values appear normal.
- 44150013174** No abnormal wear detected for work performed per your note.
- 44150009268** All values appear normal.
- 44110972569** Time On Unit Is Since Overhaul, Oil Added: 1, Other Information: Cylinder Assemblies Overhauled, Wear Metal(S) High Possible Normal Break-In, Resample Next Oil Change To Check Wear Trend, See Comments Below

Aircraft Status Sheet

Updated 06/05/2018

07/27/2018

N666WW

Annual Due:	<u>August 1, 2019</u>
100hr Due:	<u>4849.9</u>
Oil Change Due:	<u>4799.9</u>
Oil Type & Weight:	<u>Aeroshell 15W50</u>
ELT Annual Due:	<u>August 1, 2019</u>
ELT Battery Due:	<u>December 1, 2023</u>
IFR/Transponder Due:	<u>Oct 2019</u>
Next AD Due:	August 1 2019 or <u>4849.9</u>

Multiple AD's due at 12 months or each 100 hours



HOWARD BURNS
CHIEF MEO

Bismarck Aero Center
2301 University Dr. Bldg. 53
Bismarck, ND 58504
701-223-4754



OIL TEMP AT ABOUT 240

CYL HEAD
TEMP AT 375

OIL PRESS AT
41 PSI