

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: Wheeling State: IL
ZIP: 60090 Country: USA

Latitude: _____ Longitude: _____

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

Accident/Incident Date/Time

Date: 07/11/2019 Local Time: 8:40 pm
mm/dd/yyyy

Time Zone: CDT

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

AIRCRAFT INFORMATION

Registration Number: N838A

Manufacturer: ICON

Model: A5

Serial Number: 051

Year of Manufacture: 2018

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

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

Maximum Gross Weight: 1510 lbs

Weight at Time of Accident/Incident: 1280 lbs

Number of Seats: 2 Flight Crew Seats: 1

Cabin Crew Seats: 0 Passenger Seats: 1

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. mm/dd/yyyy	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	Rotax	912 is	7703618	09/11/2008	100	82	49	
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type 25 Hour ☒

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

Date Last Inspection: 01/28/2019
mm/dd/yyyy

Airframe Total Time: 82 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: _____

Propeller 1

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

Manufacturer: Sensenich

Model: 380R5-L68C

Propeller 2

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

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: ACK Avionics

Model or Part No.: E-04 ELT

TSO No.: ☐ OC91 (121.5 MHz) ☐ OC91a (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: CG 422 LLCCity: Miami BeachState: FL ZIP: 33139Fractional 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: Chicago ExecutiveAirport Identifier: KPWKProximity to Airport: ☒ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/ADistance From Airport Center: 1.4 smDirection From Airport: 22 degrees trueAirport Elevation: 647 ft. msl**Runway Information**

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ 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 ☐ Aborted Landing (after touchdown)
- ☐ Crosswind ☐ 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**"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident**

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

"Flight Crewmember 1" was pilot flying ☒ Yes ☐ No

"Flight Crewmember 1" Identification

First Name: Thomas City of Residence: Chicago

Middle Initial: A State: IL ZIP: 60614

Last Name: Garritano Country: USA

Age at time of Accident/Incident: 70 Date of Birth: mm/dd/yyyy

Certificate Number: mm/dd/yyyy

Degree of Injury

☒ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

Seat Occupied

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

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

Pilot Certificate(s) (Check all that apply)

☐ None
 ☐ Flight Instructor
 ☐ Commercial
 ☐ US Military
☒ Private
 ☐ Recreational
 ☐ Airline Transport
 ☐ Foreign
☐ 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 Validity

☐ Without limitations/waivers
 ☐ Unknown
☒ With limitations/waivers
 ☐ N/A
☐ Special Issuance

Date of Last Medical

06/20/2018
 mm/dd/yyyy

Medical Certificate Limitations

Must have available glasses for near vision.
 Not valid for night flying or color signal control.

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

12/29/2018
 mm/dd/yyyy

Flight Review Aircraft

Make: Cessna
 Model: CE-510

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

Type Ratings

CE-510S

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	3406	82	1405	2001	0	132.5	0	0	0	0
Pilot in Command (PIC)	2706	79	697	1684	0	132.5	0	0	0	0
Time as Instructor	0	0	0	0	0	0	0	0	0	0
This Make/Model					0	0	0			
Last 90 Days	135	39	39	100	0	9	0	0	0	0
Last 30 Days	42	9	9	25	0	2	0	0	0	0
Last 24 Hours	5	5	5	0	0	0	0	0	0	0

INA

"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: _____

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**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
Pilot Certificate(s) (Check all that apply)
☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ 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 Validity
☐ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☐ Special Issuance
Date of Last Medical

mm/dd/yyyy

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
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

Actual

Simulated

Rotorcraft

Glider

Lighter Than Air

Total Time

Pilot in Command (PIC)

Time as Instructor

This Make/Model

Last 90 Days

Last 30 Days

Last 24 Hours

Crew Name and Address

First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		Seat Occupied ☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown		Injury ☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown
Pilot Certificate(s) <i>(Check all that apply)</i> ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer		Restraint Type: Available Used ☐ None ☐ None ☐ Lap Only ☐ Lap Only ☐ 3-point ☐ 3-point ☐ 4-point ☐ 4-point ☐ 5-point ☐ 5-point ☐ Unknown ☐ 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: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown
Pilot Certificate(s) <i>(Check all that apply)</i>			Restraint Type:		Inflatable Restraints
☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer			Available Used ☐ None ☐ None ☐ Lap Only ☐ Lap Only ☐ 3-point ☐ 3-point ☐ 4-point ☐ 4-point ☐ 5-point ☐ 5-point ☐ Unknown ☐ Unknown		☐ 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 PERSON(S)					

Name and Address

			Seat	Injury	Restraint Type		Restraints	Age
First Name: _____	City : _____		☐ Left ☐ Center ☐ Right ☐ Unknown	☐ 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 <i>If Under 5,</i> ☐ Child Restraint ☐ Lap-Held ☐ Unknown
Middle Initial: _____	State: _____	ZIP: _____						
Last Name: _____	Country: _____		Row: _____					
☐ Crew	☐ Passenger	☐ Other						
First Name: _____	City : _____		☐ Left ☐ Center ☐ Right ☐ Unknown	☐ 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 <i>If Under 5,</i> ☐ Child Restraint ☐ Lap-Held ☐ Unknown
Middle Initial: _____	State: _____	ZIP: _____						
Last Name: _____	Country: _____		Row: _____					
☐ Crew	☐ Passenger	☐ Other						
First Name: _____	City : _____		☐ Left ☐ Center ☐ Right ☐ Unknown	☐ 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 <i>If Under 5,</i> ☐ Child Restraint ☐ Lap-Held ☐ Unknown
Middle Initial: _____	State: _____	ZIP: _____						
Last Name: _____	Country: _____		Row: _____					
☐ Crew	☐ Passenger	☐ Other						
First Name: _____	City : _____		☐ Left ☐ Center ☐ Right ☐ Unknown	☐ 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 <i>If Under 5,</i> ☐ Child Restraint ☐ Lap-Held ☐ Unknown
Middle Initial: _____	State: _____	ZIP: _____						
Last Name: _____	Country: _____		Row: _____					
☐ Crew	☐ Passenger	☐ Other						

FLIGHT ITINERARY INFORMATION**Last Departure Point**

Airport ID: KEYE
 City: Indianapolis
 State: IN
 Country: USA

Time of Departure

Time: 7:31 pm
 Time Zone: EDT

Destination

Airport ID: KPWK
 City: Wheeling
 State: IL
 Country: USA

Type Flight Plan Filed

☒ None ☐ VFR/IFR
☐ Company VFR ☐ IFR
☐ Military VFR ☐ Unknown
☐ 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:

650 ft msl

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Source of Pilot Weather Information**

(Check all that apply)

☐ National Weather Service ☐ Company
☐ Flight Service Station ☐ Military
☐ TV/Radio ☒ Internet
☒ Automated Report ☐ None
☐ Commercial Weather Service (DUATS) ☐ Unknown
☒ On-Board Weather

Weather Observation Facility

Facility ID: KPWK
 Observation Time: 8:25 pm
 Time Zone: CDT
 Distance from Accident Site: 20 nm
 Direction from Accident Site: 22 degrees true

Basic Conditions

☒ VMC
☐ IMC
☐ Unknown

Light Condition

☐ Dawn ☒ Dusk ☐ Dark Night ☐ Unknown
☐ Day ☐ Night ☐ Bright Night

Sky/Lowest Cloud Condition

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

Ceiling

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

Temperature: _____ (C) or 70 (F)

Dew Point: _____ (C) or 55 (F)

Altimeter Setting: _____ in. Hg
 or _____ MB

Lowest Cloud Condition Height

ft agl

Ceiling Height

ft agl

Wind Direction

☐ Variable

-or-
 Direction: 160 degrees true

Wind Speed

☐ Calm
☐ Light and Variable

-or-
 Speed: 4 kts

Wind Gusts

☒ Not Gusting

-or-
 Speed: _____ kts

Visibility 10+ miles

RVR: _____ feet

RVV: _____ miles

Density Altitude: _____ ft

Intensity of Precipitation

☐ Light
☐ Moderate
☐ Heavy
☒ N/A
☐ Unknown

Type of Precipitation (Check all that apply)

☒ None ☐ Drizzle ☐ Freezing Rain
☐ Rain ☐ Ice Pellets ☐ Snow Shower
☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower
☐ Hail ☐ Snow Grains ☐ Freezing Drizzle
☐ Rain Showers ☐ Ice Crystals

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

Icing Forecast

Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown
 Type ☒ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown

Icing Actual

Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown
 Type ☒ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown

Turbulence

Type (Check all that apply) ☒ None ☐ Clear Air ☐ Terrain-Induced ☐ Convective Turbulence
 Severity ☐ Light ☐ Moderate ☐ Severe ☐ Extreme

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

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 *(Use additional sheet if necessary)*

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 departure time and location, services obtained, and intended destination. Provide as much detail as possible.

See attached document

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

Operator/Owner Safety Recommendation

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.)

Total Time/Cycles
On Part

____ Hours

____ Cycles

Time Since This Part
Inspected/Overhauled

____ Hours

FUEL & SERVICES INFORMATIONFuel on Board at Last Takeoff
(Convert from pounds, as necessary)

17

Gallons

Fuel Type

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

Other Services, if Any, Prior to Departure

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

The pilot raised the aircraft canopy and stepped out in a normal manner.
The pilot was the only occupant.

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

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

7/21/19
mm/dd/yyyyName of Pilot/Operator: Thomas Garritano

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.

CEN19LA220

Reviewed by NTSB Regional Office

Central Region

Name of Investigator

Andrew Todd Fox

Date Report Received

23 July 2019

BARNETT LAW OFFICES

LAKE IN THE HILLS AIRPORT (3CK)

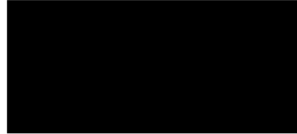
LAKE IN THE HILLS, ILLINOIS 60156

PHONE: [REDACTED]

FAX: [REDACTED]

July 30, 2019

Andrew Todd Fox, Safety Inspector NTSB



**RE: CEN19LA220
ICON N83BA**

Dear Inspector Fox:

We are Barnett Law Offices, a law firm dedicated solely to representing aviation clients. Foremost however, we are an amalgam of pilots with thousands of combined flight hours. As pilots we stand behind the NTSB and work in tandem to ensure compliance and safety. This letter is intended to serve as narrative of the history of the flight in conjunction with NTSB form 6120.1

Thomas Garritano is an experienced instrument pilot of 10 years with over 3,400 hours of flying experience. He is an engineer, business entrepreneur, and is type rated to fly Cessna 182's, ICON A5, and turbine powered aircraft such as the Cessna CE-510 as well. To say the least, he is an asset to flying and represents the very spirit of aviation. At all times, he has never once incurred an incident, suffered any infractions, or received reprimands from the FAA or allied agencies.

However, on July 11th, an unfortunate set of circumstances combined to set in motion an unintentional event which, as a result of reasoned thinking and quick decision making to the credit of Mr. Garritano, managed to save his life and those within proximity on the ground near the incident.

Mr. Garritano is the owner of two ICON A5 amphibious sport aircraft, which until recently, were both hangered at Chicago Executive Airport (KPWK), Wheeling, IL. Jan is Tom's wife and pilots the second ICON. Jan's ICON remains at KPWK. Both Tom and Jan (also a licensed instrument rated pilot) set out on what would have been otherwise routine cross-country flights with both of them flying in loose formation with Tom to the rear of Jan. The first leg originated from St. Louis Downtown Airport (KCPS) to Eagle Creek Airpark Indianapolis (KEYE). This leg was calculated to be 202 nm or 3 hours under VFR rules with flight following and a full load of fuel-on-board of 17 gallons each. These are identical, basically brand new, modern aircraft with digital flight instrumentation. Both Tom and Jan were thoroughly trained by ICON representatives in the use and full flying characteristics of the A5.

Upon landing at KEYE, and as calculated, both A5's required and were properly filled with 12 gallons each of 100 LL. Fuel receipts for verification are available upon request. The flight was routine with weather forecasted as standard clear VFR.

The second leg of the journey (KEYE to KPWK) was calculated to be 165 nm and 2.4 hours. This leg too, was VFR with 17 gallons of fuel on board each aircraft. Note: this leg of the cross country flight of two is 37 nm shorter and .6h less than the first leg. Winds aloft for the second leg were favorable and as calculated this flight would leave each A5 with a 4 gallon reserve upon landing. Even as the flight of two crossed from the Chicago shore line and headed west to KPWK both reported sufficient fuel for the final 8 nm leg.

Unfortunately, as Tom was approaching and contacting KPWK control he heard the telltale sputter of fuel exhaustion. He wing waggled, and then followed all procedures necessary for indicated an fuel emergency. As the engine quit he radioed control to report the need for emergency clearance. Then he prepared to land the A5 clear of people and property and did so wisely just 1.2 miles short of final in a forest preserve east of the airport. The A5 was damaged. Tom exited the aircraft with no injuries. Tom is credited with artfully landing the aircraft within a group of trees, well clear of habitation and surrounding property.

Tom's A5 was found to have zero "0" fuel on board. The identical aircraft of Jan's, flown at the same flight levels, under the same conditions landed safely.

Tom has offered his full cooperation to the NTSB, ICON aircraft and all authorities regarding this incident. He has maintained an unblemished reputation as a safe and diligent pilot. His calculation would have easily left more than 45 minutes fuel on board and plenty still had he and Jan needed to divert to another airport in a weather or similar emergency. Tom has his theories as to why this incident may have transpired and will work closely with the NTSB to bring this matter to a close.

If you require any further information, please feel free to contact me. My email address is [REDACTED] or via phone at [REDACTED].

Respectfully,

[REDACTED]

Tom Leetz
of Counsel
Barnett Law Offices



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Active Flight Plan List

9 Active Flts Max:50

Local Time								Quick	Display NavLog ⓘ								
Date	Dep	Arr	Dep	Arr	ETE	Call Sign	PIC	Change	Modify	Color	B/W	Mini	N/W	OC	File	Messages	
Wed. 7/10	KCPS	KEYE	1158	1524	2:26	N83BA		Thoma	QC							Exp. VFR Flight Plan	
Wed. 7/10	KEYE	KPWK	1300	1414	2:14	N83BA		Thoma	QC							Exp. VFR Flight Plan	
Sun. 7/14	KPWK	KMCD	0900	1331	3:31	N83BA		Thoma	QC							VFR Flight Plan	
Wed. 7/17	KMCD	KCMX	0900	1137	2:37	N83BA		Thoma	QC							VFR Flight Plan	
Wed. 7/17	KCMX	K4R5	1202	1221	1:19	N83BA		Thoma	QC							VFR Flight Plan	
Thu. 7/18	K4R5	KAHH	1251	1417	1:26	N83BA		Thoma	QC							VFR Flight Plan	
Mon. 7/22	KAHH	KANE	1455	1523	0:28	N83BA		Thoma	QC							VFR Flight Plan	
Wed. 7/24	KPWK	KUNU	0900	0927	0:27	N422TG		Thoma	QC							Oshkosh_Airventure	
Fri. 7/26	KUNU	KPWK	1300	1327	0:27	N422TG		Thoma	QC							Oshkosh_Airventure	

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Flight Schedule



July 3rd, 2019

KDPA - Du...

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to Logshare

to Logshare

Logbook



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Your Logbook[New Logbook Entry...](#)

Logged in as Thomas Garritano

[Log Out](#)[Printer-Friendly Version](#)**Other A5:**

Date	Type	Ident	Route	Flight	Day Ldgs.	Night Ldgs.	Actual Instrument	Approaches	Night	Cross Country	PIC	ASES	Remarks
01/30/17	A5	N422CG		14.4							14.4	14.4	NON-A5
02/02/17	A5	N422CG	TPF-TPF	1.9	10							1.9	
02/03/17	A5	N422CG	TPF-TPF	2.2	15						1.1	2.2	
02/08/17	A5	N422CG	TPF-TPF	2.4	4					2.4	2.4	2.4	1st A5 Flight
02/16/17	A5	N422CG	TPF-TPF	1.8	3					1.8	1.8	1.8	
03/15/17	A5	N422CG	TPF-TPF	1.0	2					1.0	1.0	1.0	
04/21/17	A5	N422CG	TPF-TPF	2.6	7					2.6	2.6	2.6	
05/26/17	A5	N422CG	TPF-TPF	2.4	10					2.4	2.4	2.4	Bruce & Dave
05/31/17	A5	N422CG	TPF-TPF	1.4	2					1.4	1.4	1.4	Jim & Dave
11/01/18	A5	N422CG	VCB-VCB	1.2	5						1.2	1.2	
11/02/18	A5	N422CG	VCB-VIS	2.1	1					2.1	2.1	2.1	1st Flight
11/02/18	A5	N422CG	VIS-SEE	3.1	1					3.1	3.1	3.1	1st Flight
11/23/18	A5	N422CG	SEE-SEE	0.9	5						0.9	0.9	
12/18/18	A5	N422CG	SEE-SEE	1.2	1						1.2	1.2	1st Flight out of Pattern
12/28/18	A5	N422CG	SEE-SEE	1.0	3						1.0	1.0	
01/02/19	A5	N422CG	SEE-SEE	3.1	1					3.1	3.1	3.1	Cara-Catalina Island
01/19/19	A5	N422CG	WJF-308	2.2	1					2.2	2.2	2.2	Jan's First Solo!
01/21/19	A5	N422CG	308-VCB	2.7	1					2.7	2.7	2.7	25 HOUR SERVICE
02/06/19	A5	N422CG	VCB-WJF	3.6	1					3.6	3.6	3.6	Wille J.
02/07/19	A5	N422CG	WJF-HND	2.5	1					2.5	2.5	2.5	VEGAS BABY. STATE #2
03/22/19	A5	N422CG	HND-HII	1.9	1					1.9	1.9	1.9	
03/22/19	A5	N422CG	HII-PHX	2.6	1					2.6	2.6	2.6	
04/17/19	A5	N422CG	PHX-88AZ-PHX	3.1	2					3.1	3.1	3.1	1st Water Landing
04/18/19	A5	N422CG	PHX-88AZ-PHX	2.1	2					2.1	2.1	2.1	
05/24/19	A5	N422CG	PHX-P33	2.2	1					2.2	2.2	2.2	
05/24/19	A5	N422CG	P33-LRU	2.2	1					2.2	2.2	2.2	
05/25/19	A5	N422CG	LRU-VHN	2.3	1					2.3	2.3	2.3	
05/26/19	A5	N422CG	VHN-FST	3.6	1					3.6	3.6	3.6	
05/26/19	A5	N422CG	FST-DZB	3.1	1					3.1	3.1	3.1	
05/27/19	A5	N422CG	DZB-DZB	0.7	1						0.7	0.7	Richard Owen
05/27/19	A5	N422CG	DZB-ADS	2.5	1					2.5	2.5	2.5	
05/30/19	A5	N422CG	ADS-ROG	4.0	1					4.0	4.0	4.0	
05/31/19	A5	N422CG	ROG-BBG	0.9	1					0.9	0.9	0.9	
06/01/19	A5	N422CG	BBG-BBG	1.2	2						1.2	1.2	Kirby Flies
06/02/19	A5	N422CG	BBG-BBG	0.6	2						0.6	0.6	Teresa Flies
06/04/19	A5	N422CG	BBG-ROG	1.0	1					1.0	1.0	1.0	
06/19/19	A5	N422CG	ROG-ROG	0.7	1						0.7	0.7	
06/27/19	A5	N422CG	ROG-CPS	3.0	1					3.0	3.0	3.0	
07/11/19	A5	N422CG	CPS-EYE	3.0	1					3.0	3.0	3.0	
07/11/19	A5	N422CG	EYE-PWK	2.3	1					2.3	2.3	2.3	Last Flight N83BA
Date	Type	Ident	Route	Flight	Day Ldgs.	Night Ldgs.	Actual Instrument	Approaches	Night	Cross Country	PIC	ASES	Remarks
40	1	1	28	96.7	98	0	0.0	0	0.0	70.7	93.7	96.7	
996	3	3	442	3403.1	2331	3	132.3	643	18.7	2470.9	2702.7	96.7	

[New Logbook Entry...](#)[Customize Your Logbook View](#)[Manage Your Custom Columns](#)[Export Your Logbook](#)[View Other Pilots' Logbooks](#)**Custom View:**

From: January 1 2019

To: July 17 2019 View month: July 2019 **Apply a Filter:**Search remarks for:

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Route Briefing for KEYE-KPWK

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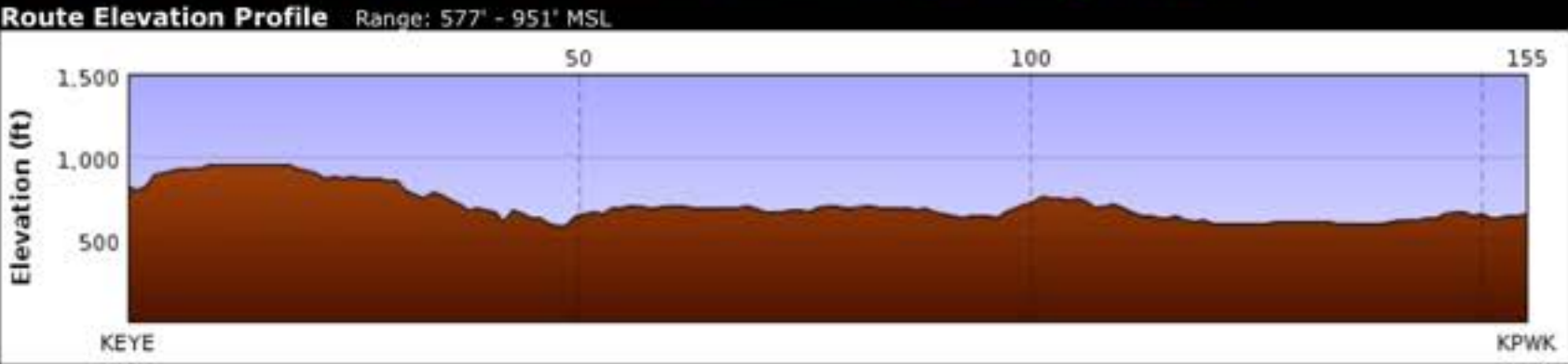
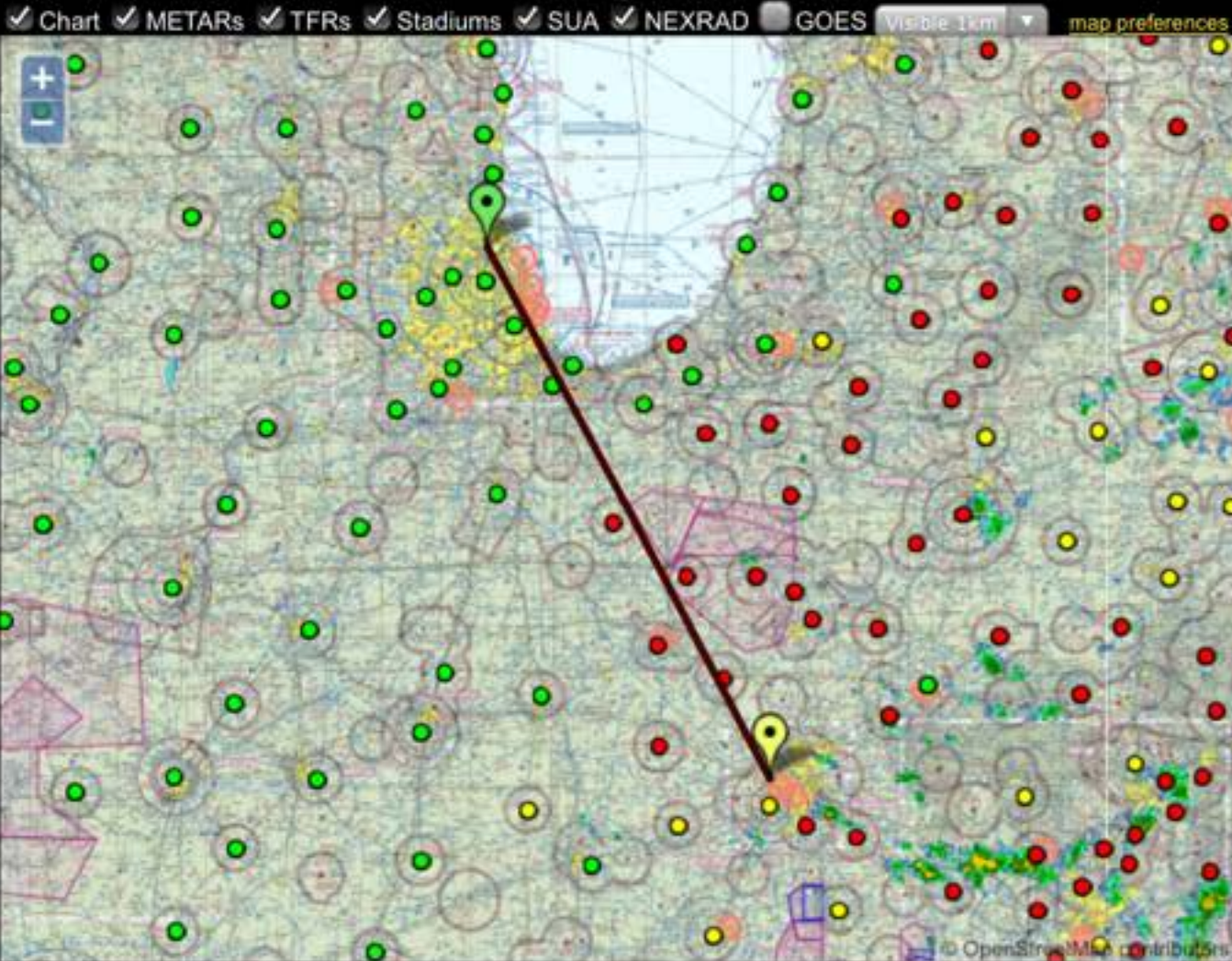
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Briefing Transaction ID: 13f45c97-9677-482b-955e-ec8ac71d21ae

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Route of Flight	KEYE - KPWK
Total Distance	155.1nm
Initial Magnetic Course	337°
Departure Time	Wed 11:41 AM EDT
Best Speed Altitude	4000'
Best Economy Altitude	4000'



Flight Optimizer: ICON 422CG - El Cjon

Legend:

Best Speed

Best Economy

Fuel: gallons

Distance/Speed: nautical/knots

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Cruise Altitude	ETE	Total Fuel	Arrival Time (CDT)	Climb				Cruise				Descent			
				Duration	Dist.	Fuel	GS _{avg}	Duration	Dist.	Fuel	GS _{avg}	Duration	Dist.	Fuel	GS _{avg}
4000'	02:09:14	8.50	Wed 12:50 PM	00:06:21	5.4	0.42	51	01:56:10	141.9	7.75	73	00:06:42	7.8	0.34	70
6000'	02:16:03	8.89	Wed 12:57 PM	00:10:21	8.3	0.69	48	01:54:59	135.1	7.67	70	00:10:42	11.6	0.54	65
8000'	02:18:41	9.02	Wed 1:00 PM	00:14:21	11.5	0.96	48	01:50:54	127.6	7.39	69	00:13:25	16.0	0.67	71
10000'	02:21:22	9.13	Wed 1:02 PM	00:18:21	14.7	1.22	48	01:45:28	120.4	7.03	68	00:17:32	20.0	0.88	68

NOTE: Altitudes listed above do not guarantee terrain or obstacle clearance.

There are no active TFRs along your route of flight.

Do not rely on this information as accurate or current. Be sure to [check TFRs](#), double-check the [FAA TFR web site](#), and get a current briefing from your local FSS to be sure.

METARs within 50 nm of the route KEYE-KPWK

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Loc	Time (EDT)	Cat	Vis	Wx	Sky Cover	Wind (Magnetic)	Temp	Dew Point	Altim	Hum	Dens Alt	Remarks
KEYE	8:53 AM	MVFR	10 sm		Scattered 900', Scattered 1200', Overcast 2400'	310° at 5 kt	77.0°F	73.9°F	29.93"	90%	2547'	Rain began at 8:18 AM, ended at 8:33 AM; Sea level pressure 29.90" Hg; Trace of precip since last report
KIND	9:28 AM	MVFR	8 sm	Light Rain	Scattered 800', Broken 1400', Broken 2400'	280° at 5 kt	78.1°F	73.9°F	29.94"	87%	2571'	Rain began at 9:20 AM; Trace of precip since last report
KTYQ	9:15 AM	MVFR	7 sm		Scattered 600', Broken 1400', Overcast 2500'	320° at 3 kt	73.4°F	73.4°F	29.95"	100%	2415'	
KHFX	9:15 AM	IFR	7 sm		Overcast 700'	290° at 3 kt	75.2°F	74.1°F	29.95"	96%	2414'	
KGPC	9:15 AM	MVFR	7 sm		Scattered 800', Overcast 1600'	Calm	73.4°F	71.6°F	29.96"	94%	2283'	
KGEZ	9:21 AM	IFR	10 sm		Broken 900', Broken 1600', Overcast 3900'	270° at 5 kt	77.0°F	73.0°F	29.93"	88%	2511'	Ceiling variable 600-1200'
KFKR	9:15 AM	IFR	10 sm		Overcast 800'	340° at 3 kt	77.5°F	73.6°F	29.95"	88%	2600'	Thunderstorm info not available
KCFJ	9:15 AM	IFR	10 sm		Broken 500', Overcast 1400'	Calm	73.4°F	73.4°F	29.95"	100%	2264'	
KAID	9:35 AM	IFR	10 sm		Broken 800', Broken 1200', Overcast 3000'	340° at 5 kt	74.8°F	72.5°F	29.95"	92%	2491'	
KBAK	8:50 AM	MVFR	4 sm	Light Rain, Mist	Scattered 800', Broken 2400'	230° at 7 kt	75.2°F	73.4°F	29.94"	94%	2211'	
KOKK	9:30 AM	IFR	6 sm	Mist	Overcast 600'	300° at 6 kt	75.2°F	73.4°F	29.94"	94%	2428'	Rain began at 9:11 AM, ended at 9:24 AM; Ceiling variable 500-900'; Precip amount not available
KBMG	9:30 AM	MVFR	8 sm		Scattered 700', Broken 1700', Overcast 2400'	270° at 4 kt	77.0°F	75.9°F	29.96"	96%	2567'	
KLAF	8:54 AM	IFR	7 sm		Overcast 500'	300° at 4 kt	75.0°F	73.9°F	29.92"	96%	2166'	Ceiling variable 400-900'; Sea level pressure 29.90" Hg
KMIE	9:23 AM	VFR	10 sm		Few 900', Overcast 3100'	320° at 7 kt	77.0°F	72.0°F	29.93"	85%	2665'	
KMZZ	9:16 AM	IFR	5 sm	Haze	Broken 700', Broken 1100', Overcast 3000'	Calm			29.94"			
KGUS	9:26 AM	IFR	8 sm		Broken 700', Overcast 1000'	340° at 5 kt	75.2°F	75.2°F	29.92"	100%	2447'	Ceiling variable 500-700'; Sea level pressure 29.91" Hg