

Lindberg Joshua

From: Halatsis, Nikolas (FAA) [REDACTED]
Sent: Tuesday, October 26, 2021 7:40 AM
To: Lindberg Joshua
Cc: Halatsis, Nikolas (FAA)
Subject: 2021-10-19-N105BJ-ACCIDENT SITE VISIT TO FAIRMONT, MN (KFRM)//

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Good morning Josh,

FYI write up from our visit last week to look at N105BJ.

-Nick

2021-10-19-N105BJ-ACCIDENT SITE VISIT TO FAIRMONT, MN (KFRM)//NOTE; LATE SITE VISIT DUE TO AIRCRAFT BEING STUCK IN THE TREE TOPS FOR OVER A MONTH//2021-09-06 DATE OF ACCIDENT

1020-1200L INTERVIEW; CPBR HAND DELIVERED TO JIM BULFER/PIC SOLO PERSON PRESENT

DAMAGE:

-EXTENSIVE/SUBSTANTIAL WING DAMAGE; RIGHT WING BROKEN AT ATTACHMENT POINT TO FUSELAGE, FUEL TANK COMPROMISED STAINING WING AND FUSELAGE, LEFT WING STRUTS BROKEN

-DRIVE BELT WAS MISSING, CONSISTENT WITH STORY THAT BELT DEPARTED AIRCRAFT AND WAS CAUSAL TO POWER LOSS

-ASI AW REVIEWED LOGBOOKS; THE DRIVE BELT WAS INSTALLED 20 YEARS AGO (CONFIRMED BY PIC/OWNER), THERE WAS NO ADDITIONAL INFORMATION AS TO THE TYPE OR SERIAL NUMBERS AVAILABLE

-TAIL; RUDDER AND ELEVATOR IN TACT

STORY:

TWO BROTHERS MET UP TO GO FLYING, ON A SUNNY LIGHT WIND DAY. THE AIRPLANE IS PARKED IN A SHARED HANGAR, WHERE THEY HAVE THEIR OWN DOOR ACCESS AT THE KFRM AIRPORT. THEY WERE OUT FOR A JOY RIDE TO SEE WHO HAD ALREADY CUT THEIR CORN FOR THE SEASON. THEY TOOK OFF RWY 13 AND FLEW AROUND THE LOCAL AREA FOR 45 MIN. THEY ENTERED THE LEFT DOWNWIND AT 1800-2000 FT MSL FOR RWY 13 WITH THE INTENT OF A FULL STOP. THEY HAD ALREADY TURNED BASE AND WERE IN A DESCENDING LEFT TURN TO FINAL, WHEN A LOUD "BANG" WAS HEARD AND THE ENGINE STARTED "SCREAMING". THE PIC REACHED OVER AND SHUT OFF THE ENGINE, HE KNEW THE SOUND AS 25 YEARS AGO IN HIS INITIAL TRAINING IN THIS MODEL THEY HAD A SIMILAR FAILURE AND GLIDED ONE IN. THE PIC ROLLED WINGS LEVEL AND AIMED FOR THE RWY, THEY WERE OVER HUNDREDS OF ACRES OF CORN FIELD WITH ABOUT A 15 ACRES OF WOODS OFF TO THEIR RIGHT. THEY WERE APPROXIMATELY A HALF MILE FINAL TO RWY 13, WITH THE GROVE OF TREES BELOW THEM AND TO THE RIGHT. HE REMEMBERS SAYING TO HIS BROTHER THAT HE DID NOT THINK THEY WOULD MAKE IT TO THE RUNWAY, WHEN ALL OF A SUDDEN THE AIRCRAFT ROLLED RIGHT AND NOSE-DIVED INTO THE FOREST. THE PIC STATED HE SHOULD HAVE BEEN LOOKING AT HIS AIRSPEED NOT JUST THE RUNWAY IN THE DISTANCE. HE STATED HE KNEW THE AIRCRAFT STALLED AND ROLLED RIGHT AS HE HAD GOTTEN SLOW. HIS BROTHER TOLD HIM THAT WAS THE SMOOTHEST LANDING HE HAD EVER HAD WITH HIM, BUT THEN THE FUEL STARTED RUNNING DOWN ON THEM FROM THE FRACTURED RIGHT WING AND THEY KNEW THEY NEEDED TO GET OUT. THEY WERE 40 FEET IN THE AIR, OUT THE RIGHT DOOR WAS A 40 FOOT DROP, THE PIC OPENED THE LEFT DOOR AND THERE WAS A BRANCH. HE STEPPED OUT ONTO IT AND THEN HUGGED IT WITH HIS ARMS AND LEGS AND STARTED SHIMMING DOWN AS IT SCRAPED AWAY AT HIS BARE ARMS. HE THEN HOLLERED UP AT HIS BROTHER TO GIVE

IT A GO. A LITTLE WAYS DOWN THE BROTHER'S FOOT GOT STUCK IN A "V". HE STRUGGLED FOR A BIT BUT WAS ABLE TO GO BACK UP A LITTLE AND PULL THE FOOT FREE. HE HAD A SWEAT SHIRT ON SO HE JUST HELD TIGHT AND SLID DOWN WITHOUT GETTING SCRAPED UP. THE PIC IS IN HIS 70S, THE BROTHER SIMILAR, BOTH AROUND 5 FT 8 IN AND 150-165 LBS. CELL PHONES WERE ON BELT CLIPS AND WERE LOST ON THE FOREST FLOOR DURING THE DESCENT. THE BROTHERS PROCEEDED TO WALK A HALF MILE BACK TO THE AIRPORT AND SPOKE WITH SOMEONE, BORROWED A PHONE AND CONTACTED THE AIRPORT MANAGER.

THEY DEPARTED, LEAVING THE AIRPLANE IN THE TREE AND NOT CONTACTING LAW ENFORCEMENT. A FEW HOURS LATER SOMEONE NOTICED THE PLANE IN THE TOP OF THE FOREST AND CALLED 911 LAUNCHING RESCUE AGENCIES. AFTER A WHILE IT WAS DISCOVERED THE AIRCRAFT WAS EMPTY.

COUNSELING:

THE PIC WAS COUNSELED ON PRIORITIES DURING ENGINE FAILURE; "DUMP" THE NOSE TO KEEPING A FLYING AIRSPEED AND CONTROLLABILITY WAS COVERED ALONG WITH NOT GETTING FIXATED ON THE LANDING POINT AND TRYING TO STRETCH THE DISTANCE BY PULLING BACK THE NOSE, FOR THE CONSEQUENCE IS WHAT THEY GOT, THE STALL. THE PILOT BELIEVES THE STALL SPEED IS BETWEEN 40-45 MPH SO HE NORMALLY LANDS AT 65 MPH. IN ADDITION POST-CRASH NOTIFICATION WAS COVERED, SPECIFICALLY LET YOUR LAW ENFORCEMENT KNOW SO THEY DON'T REACT IN FULL FORCE TO AN EMPTY AIRCRAFT AND MYSTERY.

ADMIN:

THE AIRCRAFT WAS LEFT IN THE TREE TOPS AS THE CROP OWNER WOULD NOT ALLOW FOR DESTRUCTION OF THE CROP FOR RECOVERY. ONCE THE CORN WAS PICKED, 40 DAYS AFTER THE ACCIDENT, THE AIRCRAFT WAS CRANED OUT OF THE TOPS OF THE TREES.

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