

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: Gypsum State: CO

ZIP: 81637 Country: USA

Latitude: 39.686 N Longitude: 106.927 W

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

Accident/Incident Date/Time

Date: 06/04/2024 Local Time: 19:45

mm/dd/yyyy

Time Zone: MDT

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

AIRCRAFT INFORMATION

Registration Number: N5755B

Manufacturer: CESSNA

Model: 182

Serial Number: 33755

Year of Manufacture: 1956

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

☒ IFR-Equipped and Certified

☐ Commercial Space Flight

☐ Unmanned Aircraft

Maximum Gross Weight: 2550 lbs

Weight at Time of Accident/Incident: Approx. 2,000 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. mm/dd/yyyy	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	Continental Motor	O-470-s	463963	Unknown	230	Unknown	10	1503.2
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 06/03/2024
mm/dd/yyyy

Airframe Total Time: 8135.9 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: 5 lb Halon portable

Propeller 1

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

Manufacturer: McCauley

Model: 2a34c203bc / 90dca-8

Propeller 2

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

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: ACK Technologies

Model or Part No.: e-04

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: ITECHNOLOGY DESIGN INCCity: GypsumFractional Ownership Aircraft: ☐ Yes ☒ NoState: CO ZIP: 81637Country: 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: _____

Distance From Airport Center: _____ sm

Airport Identifier: _____

Direction From Airport: _____ degrees true

Proximity to Airport: ☐ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A

Airport Elevation: _____ 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 ☐ 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” Responsibilities at the Time of Accident/Incident

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

“Flight Crewmember 1” Identification

First Name: Raphael

City of Residence: Avon

Middle Initial: D

State: CO ZIP: 81620

Last Name: Joly

Country: USA

Age at time of Accident/Incident: 32 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) <i>(Check all that apply)</i> ☐ 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 <u>06/17/2021</u> <i>mm/dd/yyyy</i>

None

N/A

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 11/29/2023 mm/dd/yyyy	Flight Review Aircraft Make: Piper Model: PA-28-181
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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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Type Ratings	Student Endorsements <i>(Include dates)</i>

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	156	63	156		5	1	38			
Pilot in Command (PIC)	78	56	78			1	35			
Time as Instructor										
This Make/Model							35			
Last 90 Days	54	54	54				33			
Last 30 Days	25	25	25				19			
Last 24 Hours	4	4	4				0			

“Flight Crewmember 2” Responsibilities at the Time of Accident/Incident

“Flight Crewmember 2” was pilot flying ☐ Yes ☐ No

First Name: Guston City of Residence: Gypsum
Middle Initial: P State: CO ZIP: 81637
Last Name: LeBlanc Country: USA
Age at time of Accident/Incident: 24 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) <i>(Check all that apply)</i> ☐ None ☒ Flight Instructor ☒ Commercial ☐ US Military ☒ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer			

Principal Occupation	Medical Certificate	Medical Certificate Validity	Date of Last Medical
☒ Pilot ☐ Other ☐ Unknown	☐ None ☐ Class 3 ☒ Class 1 ☐ Driver's License (Sport Pilot only) ☐ Class 2 ☐ Unknown	☒ Without limitations/waivers ☐ Unknown ☐ With limitations/waivers ☐ N/A ☐ Special Issuance	<u>04/05/2022</u> <i>mm/dd/yyyy</i>

None

N/A

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 02/04/2024 mm/dd/yyyy	Flight Review Aircraft Make: Piper Model: PA-28-181
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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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Type Ratings	Student Endorsements <i>(Include dates)</i>

Flight Time <i>(Enter appropriate number of hours in each box)</i>	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	459	25	459		25		78			
Pilot in Command (PIC)	392	25	392		21		73			
Time as Instructor	157	7	157		3		0			
This Make/Model					0		10			
Last 90 Days	171	23	171		3		10			
Last 30 Days	85	18	85		3		10			
Last 24 Hours	4	2	4		0		0			

ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)									
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) (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: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____					☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown		
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: _____ 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 <i>If Under 5,</i> ☐ 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 <i>If Under 5,</i> ☐ 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 <i>If Under 5,</i> ☐ 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 <i>If Under 5,</i> ☐ Child Restraint ☐ Lap-Held ☐ Unknown	

FLIGHT ITINERARY INFORMATION

Last Departure Point Airport ID: <u>KHDN</u> City: <u>Hayden</u> State: <u>CO</u> Country: <u>USA</u>	Time of Departure Time: <u>19:15</u> Time Zone: <u>MDT</u>	Destination Airport ID: <u>KEGE</u> City: <u>Gypsum</u> State: <u>CO</u> Country: <u>USA</u>	Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No ☐ Unknown
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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)			Altitude of In-Flight Occurrence: <u>11000</u> ft msl
☐ 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	

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information (Check all that apply)	Weather Observation Facility
☐ National Weather Service ☐ Flight Service Station ☐ TV/Radio ☒ Automated Report ☐ Commercial Weather Service (DUATS) ☒ On-Board Weather	Facility ID: <u>KEGE</u> Observation Time: <u>19:40</u> Time Zone: <u>MDT</u> Distance from Accident Site: <u>5</u> nm Direction from Accident Site: <u>185</u> degrees true

Basic Conditions ☒ VMC ☐ IMC ☐ Unknown	Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown ☒ Day ☐ Night ☐ Bright Night
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Sky/Lowest Cloud Condition ☒ Clear ☐ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered Lowest Cloud Condition Height _____ ft agl	Ceiling ☒ None (Clear) ☐ Obscured ☐ Broken ☐ Indefinite ☐ Overcast ☐ Unknown Ceiling Height _____ ft agl	Temperature: <u>21</u> (C) or _____ (F) Dew Point: <u>8</u> (C) or _____ (F) Altimeter Setting: <u>30.09</u> in. Hg or _____ MB
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Wind Direction ☐ Variable -or- Direction: _____ degrees true	Wind Speed ☒ Calm ☐ Light and Variable -or- Speed: _____ kts	Wind Gusts ☒ Not Gusting -or- Speed: _____ kts	Visibility <u>10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: <u>7000</u> ft
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Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☒ N/A ☐ Unknown	Type of Precipitation (Check all that apply)	Restriction to Visibility (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	☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown

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

Taxiway A3 closed, taxiway A closed from A4-A3

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)*

- Bent propeller
- Nose wheel/strut broken off
- Cowling damage
- Underbelly of fuselage damaged
- Right door bent (jammed)

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.

On June 4th, 2024, Raphael D. Joly (student pilot) and Guston P LeBlanc (CFI), were involved in an emergency forced landing (off airport) in a Cessna 182 Skylane (N5755B) during a simulated IFR practice flight for Raphael's upcoming instrument rating checkride scheduled for Thursday, June 6th, 2024. Prior to departing Eagle County Regional Airport (KEGE), a fuel top-off was requested by an instructor from Alpine Flight School shortly after landing (approx. 1700 MDT) in N5755B at KEGE. While awaiting fuel, Gus LeBlanc, Quinn Robinson, and Raphael Joly were briefing and going over IFR approach plates to be flown that afternoon (RNAV into KSBS, VOR into KCAG, and ILS into KHDN). After approximately 30 minutes of preparation and discussions, both the student and CFI walked out on the ramp towards N5755B to fly the briefed approaches. After completing the preflight checklist, we found no issues with the aircraft, both agreeing it was in flying condition: oil dipstick at 11 liters, all lights functional, gas (based on wing gauges) fluctuated from more than half to a little higher than 3/4 of a tank, no gross deformities on the propeller or damage to the plane. The run-up checklist all passed within normal limits for this specific aircraft. After the run-up, we took off from KEGE and flew the practice RNAV-E approach into KSBS, VOR into KCAG, and the ILS into KHDN. Completing all necessary pre and post checklist items for each approach, there were no reported issues. After completing the ILS into KHDN, we circled to land and did a touch and go, and we departed the area to the southeast back towards KEGE.

While departing KHDN, we checked the fuel quantity on the electronic fuel gauge, which read 26 gallons remaining. At this point, we applied forward trim and higher manifold pressure in an attempt to make it back to KEGE in a timely manner with the hopes of polishing Raphael's landings for his checkride on Thursday, June 6, 2024. At about 15 miles north of KEGE at approximately 11,000 ft MSL, the engine began to run rough and we saw a significant drop in engine power on our tachometer and manifold pressure gauge.

Gus immediately turned the carburetor heat on, as he presumed carb icing was the most probable cause. Once the carb. heat was applied, the engine continued to run even rougher for a few seconds, and then we noticed an increase in RPMs, manifold pressure, and EGT, which only lasted roughly 1 minute. After 1 minute or so, there was another significant drop in RPMs (2200-1200), manifold pressure (18-12), and a sharp decrease in EGT (1350-700). We immediately began the power loss in flight checklist, including checking the fuses and ensuring that both fuel tanks were being utilized. We cycled the throttle, carburetor heat, and magnetos, but the RPMs, EGT, and manifold pressure continued to drop with additional engine roughness. Once it was apparent that we had an engine failure, we began to execute the engine failure emergency procedures. Gus took the controls and proceeded to pitch for best glide speed and continued running our "power loss in flight" checklist. When Gus had to determine our best place to land, he thought about potentially trying to glide it into either runway 25 or 07 at the Eagle airport. Based on the mountainous terrain in front of us, our distance, altitude, descent rate, and the glide advisory feature on his iPad, he did not feel great about that option. Knowing well that there was no good place to land near KEGE as around the airport there are houses, I-70, and large businesses such as Costco, we looked around our current position for "the best place to land". Below us, off our left wing (east of our position), we found a small field of grass in the midst of sagebrush and small hills. Despite there not being many ideal places to land, this small strip of grass was our only and best option, so we proceeded to circle to land and set up for an approach to make the field on a northwesterly heading. As we descended closer to the ground, we squawked 7700, declared an engine failure and emergency landing on 121.5, pulled the mixture to full lean, and turned off the battery master switch to avoid any fires upon impact. However, as we got closer to the ground, the setting sun was blinding us, causing us to lose all visual references. The sunshades installed previously on the aircraft had been removed due to students scratching the windscreen. Due to the sun glare and loss of visual reference, we overshot our intended landing zone, preceding to crash into the hillside of sagebrush that surrounded the flat terrain at the bottom of the shallow valley. As the aircraft came to a complete stop, we checked on each other to ensure our wellbeing. We both exited the aircraft from the left door that had opened upon impact. The right door had been jammed shut, unable to be opened. As we exited the aircraft, the property owner, Nick, and his wife came rolling up on their UTV to make sure we were both ok. The proprietors of the land were walking their dogs at the time of our emergency landing, confirming the blinding nature of the setting sun as they had to divert their route due to their inability to see while walking their dogs. Thankfully, both pilots walked away from this incident uninjured, and our landing did not cause any other injuries to those on the ground. Shortly after our emergency landing, paramedics, Eagle County Sheriff officers, and firefighters arrived on the scene within 30 minutes or so.

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

Operator/Owner Safety Recommendation

The accident could have been prevented if the pilots visually checked the fuel tanks prior to departure. Additionally, with more thorough training procedures implemented regarding the preflight of the aircraft, this accident could have been avoided. Many CFIs and students who have flown this aircraft did not visually check the fuel tanks and relied on the gauges. This will be a drastic change in our procedures moving forward as all CFIs and students will be required to check fuel tanks visually, regardless of a high wing or low wing airplane. Lastly, if the jet center had fulfilled the fuel request that was submitted, we most likely wouldn't be in this situation.

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.)*

As of now the cause is unknown, however we presume fuel exhaustion was the cause.

**Total Time/Cycles
On Part**

_____ Hours

_____ Cycles

**Time Since This Part
Inspected/Overhauled**

_____ Hours

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

Approx. 7 (unknown due to _____) 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****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

Both occupants exited through the left door.

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.

Raphael Joly's Final Thoughts:

Reflecting on the accident, there are a few items that could have been improved. Upon closer inspection, there should have been visual inspections of the fuel tanks as I have done with my first training aircraft, the low-wing Piper Archer. It was part of the preflight checklist to visually inspect the gas tanks in the PA-28-181. Understandably, as N5755B is a high-wing aircraft, it would be necessary to have a small ladder or step stool. Unfortunately, during my training, I have only visually inspected the tanks twice. The first time, I was told by an instructor to take a few steps back to make sure the gas lids were securely closed as the Signature had, on a few occasions, not securely closed them. The second time was when I was refueling in Moab on my 250 NM cross-country flight. Now experiencing this unfortunate accident, I see the absolute importance of visually checking the fuel tanks, whether needing to purchase a collapsible step stool or small ladder that lives with the aircraft. In retrospect, knowing that the wing fuel tank gauges did not provide an accurate depiction, the visual check is of even greater importance. Since I have flown N5755B, the wing fuel gauges have always greatly fluctuated. When requesting fuel, I have either had eyes on Signature refueling the plane, or another instructor has had eyes on the refueling process. On this occasion, due to both instructors aiding me in briefing and familiarizing myself with my IFR approaches, we did not visually see Signature refueling the plane. Despite having the electronic fuel gauge, it is only accurate if the tanks are full. Even with the large fluctuations in the wing fuel tanks, we calculated that the aircraft had enough fuel onboard for our 2.5-hour flight plus 30 minutes reserve, making 3 hours of fuel onboard. Looking back, with the gauges not offering an accurate reading, a visual inspection should have been paramount.

Guston LeBlanc's Final Thoughts:

We never checked the tanks visually, which at the end of the day is a massive mistake on our behalf, and I take full responsibility. However, I was specifically taught that when preflighting that airplane, we were never to check the fuel tanks visually because it is a high wing aircraft and we would need a ladder to climb up and make a visual check. That never seemed to sit right with me because the aircraft that I fly much more frequently, a PA-28-181 (low wing), I always made it a habit to do a visual check. This specific C-182 was the first high wing aircraft I have ever flown throughout all my flight training and my career. Since the accident, it has been brought to my attention that we have a straw in the baggage compartment of the plane to dip into the fuel tank as a process for checking the fuel quantity. This technique was never taught to me, and I'm fairly confident that if it had been, I would have made it a habit as part of my preflight routine just as I already had done so with the Piper Archer. Additionally, myself, as well as my student, were under the impression that the manual fuel quantity gauges not showing full was a normal indication based on prior experience in that specific airplane. They were known for being a little faulty and other CFIs at the flight school can attest to the fact that they were not the most trustworthy gauges. We agreed that we didn't have an exact number for our fuel quantity, however, we were aware of the alleged inaccuracy of these gauges so we assumed we had been topped off with fuel because of the early fuel request. Also, even if the indications were showing properly, based on fuel flow calculations in that airplane, we would have had enough fuel for the day vfr requirements. Our flight was going to be roughly 2.5 hours plus 30 minutes of reserve for a total of 3 hours of required fuel on board.

With all this being said, we assumed we had a full top off of fuel, and after engine start, we set the electronic fuel gauge in the airplane to read full fuel, giving us a very inaccurate reading of our fuel quantity throughout the duration of our flight. This was the most traumatic event, and biggest mistake of my life. I will forever view it as the biggest lesson I have ever learned. Given all the factors that contributed to the accident, from inadequate training, to the jet center ignoring our fuel request, to making the mistake of assuming our tanks were full, I believe this is a perfect example of how the "Swiss Cheese Model" can unravel and lead to a catastrophic outcome. If I continue on the path as a CFI, I will undoubtedly incorporate the Swiss Cheese Model into my lessons for all of my students. A couple of the other CFIs at the flight school as well as myself, are in the process of breaking down the accident step by step, and putting together a case study so that the safety of the flight school improves, and anyone can learn from it if they choose to do so. In the end, I'm forever grateful that when the emergency arose in the air, I was able to use proper Aeronautical Decision Making to get the plane down without causing physical harm to myself or my student. I have learned the biggest lesson of my life, and I'm hopeful that if given another opportunity I can contribute to saving lives by giving students the knowledge of proper safety procedures.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**Date of this Report**06/10/2024

mm/dd/yyyy

Name of Pilot/Operator: Guston P LeBlanc**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.**

CEN24LA210

Reviewed by NTSB Regional Office

Central Region

Name of Investigator

Andrew Todd Fox

Date Report Received

06/11/2024