

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: Schaumburg, IL airport (O6C) State: IL

ZIP: 60193 Country: United States

Latitude: _____ Longitude: _____

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

Accident/Incident Date/Time

Date: 09/11/2024 Local Time: 10:45 a.m.

mm/dd/yyyy

Time Zone: CST

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

AIRCRAFT INFORMATION

Registration Number: N1429T

Manufacturer: Piper

Model: PA-28 -140

Serial Number: 28-7225512

Year of Manufacture: 1972

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

☒ IFR-Equipped and Certified

☐ Commercial Space Flight

☐ Unmanned Aircraft

Maximum Gross Weight: _____ lbs

Weight at Time of Accident/Incident: _____ lbs

Number of Seats: 4 Flight Crew Seats: 2

Cabin Crew Seats: n/a 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
- ☐ Turbo Shaft
- ☐ Turbo Prop
- ☐ Turbo Jet
- ☐ Turbo Fan
- ☐ Electric
- ☐ Liquid Rocket
- ☐ Solid Rocket
- ☐ Hybrid Rocket
- ☐ None
- ☐ Unknown

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	<u>Lycoming</u>	<u>O-320/E3D</u>	<u>L35366-27A</u>		<u>150</u>	<u>5127.47</u>	<u>58.36</u>	
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 8/7/2024
mm/dd/yyyy

Airframe Total Time: 5709.92 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: Seinsich

Model: 74DM-0-58 (SN K12573)

Propeller 2

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

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: _____

Model or Part No.: _____

TSO No.: ☐ OC91 (121.5 MHz) ☐ OC91a (121.5 MHz)
☐ OC126 (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: L-001 LLCCity: MuscatineFractional Ownership Aircraft: ☐ Yes ☒ NoState: IA 52761 ZIP: _____Country: United States**Operator of Aircraft**☐ Same As Registered Owner☒ Same Address as Registered OwnerName: Carver Aero LLC

City: _____

Doing Business As: Revv Aviation

State: _____ ZIP: _____

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

Country: United States**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: Schaumburg Regional Airport

Distance From Airport Center: _____ sm

Airport Identifier: 06C

Direction From Airport: _____ degrees true

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

Airport Elevation: _____ ft. msl

Runway InformationRunway ID: 11/29 (L/R/C) Length: 3800 ft Width: 100 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: Trevor

Middle Initial: _____

Last Name: Merle

Age at time of Accident/Incident: Date of Birth:

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

12/5/2022
 mm/dd/yyyy

Medical Certificate Limitations

Must wear corrective lenses

Medical Certificate Special Issuance

n/a

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

6/5/2024
 mm/dd/yyyy

Flight Review Aircraft

Make: Piper PA 44-181

Model: Seminole

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

n/a

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	368	38	334	34	26	7	55			
Pilot in Command (PIC)	278	38	334	22	4	0	6			
Time as Instructor	86	38	86	0	5	0	0			
This Make/Model					2	0	0			
Last 90 Days	120	38	118	3						
Last 30 Days	65	25	63	3						
Last 24 Hours	0	0	0	0	0	0	0			

"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: Alec

Middle Initial: _____

Last Name: Osato

Age at time of Accident/Incident: 35 Date of Birth: _____

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

12/6/2023
 mm/dd/yyyy

Medical Certificate Limitations

n/a

Medical Certificate Special Issuance

n/a

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

7/20/2024
 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
 ☐ Instrument Airplane
☐ Airplane Single-Engine
 ☐ Instrument Helicopter
☐ Airplane Multi-Engine
 ☐ Helicopter
☐ Gyroplane
 ☐ Glider
☐ Powered Lift
 ☐ Sport

Type Ratings

n/a

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	93	3	93		7		8			
Pilot in Command (PIC)	46	3	46		3		3			
Time as Instructor	0									
This Make/Model										
Last 90 Days	53	3	53		3		3			
Last 30 Days	18	3	18		3		3			
Last 24 Hours	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>KJVL</u> City: <u>Janesville</u> State: <u>WI</u> Country: <u>Unite States</u>	Time of Departure Time: <u>09:56</u> Time Zone: <u>CST</u>	Destination Airport ID: <u>06C</u> City: <u>Schaumburg</u> State: <u>IL</u> Country: <u>United States</u>	Type Flight Plan Filed ☒ None ☐ Company VFR ☐ Military VFR ☐ VFR ☐ VFR/IFR ☐ IFR ☐ Unknown 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)

☐ Class A ☐ Class B ☐ Class C ☐ Class D ☐ Class E	☒ Class G ☐ Demo Area ☐ Warning Area ☐ Prohibited Area ☐ Restricted Area	☐ Military Operations Area (MOA) ☐ Airport Advisory Area ☐ Jet Training Area ☐ TRSA ☐ FAR 93	☐ Special ☐ Air Traffic Control Area ☐ Unknown	Altitude of In-Flight Occurrence: _____ ft msl
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WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information

(Check all that apply)

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

Facility ID: _____
 Observation Time: _____
 Time Zone: _____
 Distance from Accident Site: _____ nm
 Direction from Accident Site: _____ 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

Lowest Cloud Condition Height

_____ ft agl

Ceiling

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

Ceiling Height

_____ ft agl

Temperature: 24 (C) or 75 (F)

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

Altimeter Setting: _____ in. Hg
or _____ MB

Wind Direction

☐ Variable

-or-
Direction: 220 degrees true

Wind Speed

☐ Calm
☐ Light and Variable

-or-
Speed: 3 kts

Wind Gusts

☒ Not Gusting

-or-
Speed: _____ kts

Visibility 10 miles

RVR: _____ feet

RVV: _____ miles

Density Altitude: 2400 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	Type
☒ None	☐ N/A
☐ Trace	☐ Rime
☐ Light	☐ Clear
☐ Moderate	☐ Mixed
☐ Severe	☐ Unknown
☐ Unknown	

Icing Actual

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

Turbulence

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

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

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)*

Piper Cherokee N1429T had substantial damage to the right wing, left wing, front nose gear. The front nose gear (wheel, hub and assembly) was sheared off just below the strut and was found underneath the aircraft in the bushes beneath where it came to rest. The right wing was almost completely sheared off the aircraft, only being held on by a few wires and internal connectors. This wing was damaged by hitting obstacles along its ground path prior to coming to a stop. There were multiple objects struck prior to the aircraft coming to a stop, a mail box, a metal street sign, nearby garbage cans and foliage near the ditch consisting of small trees, branches and shrubs.

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.

Cherokee N1429T originated its flight from Schaumburg regional airport (06C) to Janesville regional airport on 9/11/2024 and was scheduled to conduct a training flight with Trevor Merle (Instructor Pilot) and Alec Osato (Pilot being instructed).

Aircraft had been fueled 3 times on 9/10/2024 prior to this flight.

9/10/2024 8:00- 8:30 a.m. - Aircraft took 10 gallons, then it flew 1.3 hours

9/10/2024 10:00 - 10:30 a.m.- Aircraft took 16 gallons then flew 1.5 hours

9/10/2024 12:00 - 2:00 p.m. - 1.7 hour flight- no fuel added.

9/10/2024 5:00 - 5:30 p.m. Aircraft took 24.7 gallons, then it flew 2.6 hours.

Instructor Statement below:

9/11/2024

Scheduled event from 0800-1100 XC from 06C-KJVL-06C

Purpose- general instrument assessment- student had received instrument training from previous instructors at different flight school where he received his PPL

Instructor- Trevor Merle

Student- Alec Osato

instrument student, second flight with instructor, second flight in Cherokee

approximately 0800-0815 aircraft released from maintenance

-50hr

-nav update

approximately 0815-0830

-Student and instructor having already discussed the intended flight, began preflight verified oil@7 qts, and found fuel to be approximately 10 gal R and 15 galL total fuel 25 Gal, 3.5 Hr flight time@7gal/hr

• Determined fuel quantity sufficient for intended flight, intentions to change tanks at or about JVL during return flight and having found no other issues began preparations for engine start on the left tank.

approximately 0830-0900

-performed engine start, taxi and run up with no issue, prepared for departure

-student unfamiliar with Rnav equipment GNS650, took time after the runup to demonstrate and perform equipment utilization

approximately 0900

-departed airport with intent to contact KORD approach for Flight Following and handoff to KFRD

-intercepted direct course previously loaded to KJVL

Approximately 0900-0950

-initial climb out from airport to 1600msl, continued to 2500msl and ended at 3500msl with respect to class B airspace

-due to frequency congestion on Approach opted to instead contact KFRD direct

-during first half of VFR flight (student in Simulated IFR after climb to 2500 MSL before climb to 3500) discussed various instrument flight topics including CRAFT clearances, and expectations regarding approach

- during second half of flight student briefed expected approach rnav22 into KJVL

- instructor contacted Rockford approach and received practice Rnav22 into KJVL

-instructor demonstrated loading and activating approach while student flew to waypoints directed by KFRD

-student flew Approach utilizing altitude step downs as appropriate and configured for landing at FAF exiting simulated IFR at 1200msl



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

Operator/Owner Safety Recommendation

A review of Mr. Merle's conduct both prior to and throughout this accident has given our leadership team confidence to support his continued employment as a flight instructor with Revv Aviation. He made a mistake that thankfully no one got hurt over, but he has been honest and has demonstrated personal accountability and responsibility. With that being said, we want to leverage this accident as a learning tool that all of our pilots and instructors can benefit from. Here are our recommendations.

1. Ground sessions going over the systems of Piper and Cessna aircraft.
2. Ground sessions covering crew resource management, flight planning, fuel reserves, and endurance.
3. A flight in each make of aircraft to ensure what was learned in the ground session transfers to the plane.
4. A checkout with a Sr. Instructor prior to returning to flight status
5. A statement from Trevor documenting what lessons have been learned from this incident.
6. He will travel to our other flight school locations and present a briefing on this accident and how it could have been prevented
7. Temporary suspension from flight while going through remedial training.

The key contributing factors that led to this accident was improper fuel planning, CRM, and fuel management. We will re-emphasize the importance of following the standard operating procedures of the aircraft manufacturer (PIPER) and our flight school when preparing students for cross country flights. As an organization we will institute trip sheets that take into account weather, fuel, crew experience and will act as a risk assessment prior to training flights. We utilize these in our 135 charter operations and we will implement a similar form in our flight schools to mitigate risk and ensure that both instructors and students are prepared for the flight.

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 INFORMATION

Fuel on Board at Last Takeoff

(Convert from pounds, as necessary)

26 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

Oil change

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

Standard exit doors were used to egress the aircraft. 2 occupants exited through the main 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.

This is the written statement from Alec Osato, the pilot under instruction.

Mr. Jeff Heitkamp,

Good morning, this is Alec Osato from the accident on N1429T on Wednesday. Attached is my statement written the night after the accident.

Sincerely,

Alec Osato

The accident aircraft, N1429T, departed 06C around 9AM on 9/11/2024. The aircraft was occupied by myself and my CFII, Trevor Merle.

The intention of this flight was to familiarize myself with the aircraft while making a cross country flight to JVL, at which we were to conduct an instrument approach, and then return to 06C.

The preflight inspection showed that the aircraft had 15 gal of fuel in the left wing tank and 11 gal in the right wing tank for a combined 26 gal, calculated to be sufficient, reserves included, for the duration of the intended flight. Fuel from both tanks were positively identified as the proper 100LL fuel by color, and free of contaminants. The oil level was approx 7 quarts, within the limits set by the POH. Before takeoff, I set the fuel selector to the more full, left wing tank.

We completed our cross country to JVL and began our leg back to Schaumburg. The outbound leg was uneventful and the aircraft performed normally during the return leg leading up to the accident. At no time during this flight do I recall switching the fuel selector, though I had remarked that the aircraft had a noticeable "pull" to the right, requiring leftward yoke input to keep the aircraft from drifting off course. The previous aircraft I had flown also had this tendency, so no further action was taken to investigate this occurrence.

Upon landing at 06C, the instructor and I made the decision to do another lap in the pattern as part of my familiarization with the aircraft. We departed runway 29 uneventfully and began our lap.

As we became established on final for 29, the engine began sputtering and vibrating at approximately 400AGL, and a loss of rpm was noted. At this point, both I and the instructor verified the mixture was set to full, and the instructor set the carburetor heat on. The throttle was moved in an attempt to restore power, but did not produce sufficient thrust to make the runway or runway environment.

At this point, we made the decision to use Irving Park Rd to perform a power-off landing. The instructor aimed the aircraft as best as possible with the centerline of the road and performed the landing while I ran the engine out checklist. The step of checking the fuel selector and turning it to "OFF" was not performed due to the limited time between failure and landing, and my unfamiliarity with the aircraft.

The aircraft touched down right of the road centerline on the road, after which the right wing impacted an object and pitched the aircraft into shrubbery. After the aircraft came to a stop, I turned the ignition off and closed the mixture control. The instructor turned off the master switch and we both egressed the aircraft. Police officers and firefighters were on scene as we exited the aircraft and came to our aid.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report

9/12/2024

mm/dd/yyyy

Name of Pilot/Operator: _____

Signature: _____

-- or --

☐ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: Jeff Heitkamp

Title: Safety Director

Signature: _____

-- or --

FOR NTSB USE ONLY

NTSB Accident/Incident No.

CEN24LA332

Reviewed by NTSB Regional Office

Central Region

Name of Investigator

Lemishko

Date Report Received

9/13/2024

This is the written statement from Alec Osato, the pilot under instruction.

Mr. Jeff Heitkamp,

Good morning, this is Alec Osato from the accident on N1429T on Wednesday. Attached is my statement written the night after the accident.

Sincerely,

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The intention of this flight was to familiarize myself with the aircraft while making a cross country flight to JVL, at which we were to conduct an instrument approach, and then return to 06C.

The preflight inspection showed that the aircraft had 15 gal of fuel in the left-wing tank and 11 gal in the right-wing tank for a combined 26 gal, calculated to be sufficient, reserves included, for the duration of the intended flight. Fuel from both tanks were positively identified as the proper 100LL fuel by color, and free of contaminants. The oil level was approx. 7 quarts, within the limits set by the POH. Before takeoff, I set the fuel selector to the fuller left wing tank.

We completed our cross country to JVL and began our leg back to Schaumburg. The outbound leg was uneventful and the aircraft performed normally during the return leg leading up to the accident. At no time during this flight do I recall switching the fuel selector, though I had remarked that the aircraft had a noticeable "pull" to the right, requiring leftward yoke input to keep the aircraft from drifting off course. The previous aircraft I had flown also had this tendency, so no further action was taken to investigate this occurrence.

Upon landing at 06C, the instructor and I made the decision to do another lap in the pattern as part of my familiarization with the aircraft. We departed runway 29 uneventfully and began our lap.

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verified the mixture was set to full, and the instructor set the carburetor heat on. The throttle was moved in an attempt to restore power, but did not produce sufficient thrust to make the runway or runway environment.

At this point, we made the decision to use Irving Park Rd to perform a power-off landing. The instructor aimed the aircraft as best as possible with the centerline of the road and performed the landing while I ran the engine out checklist. The step of checking the fuel selector and turning it to "OFF" was not performed due to the limited time between failure and landing, and my unfamiliarity with the aircraft.

The aircraft touched down right of the road centerline on the road, after which the right wing impacted an object and pitched the aircraft into shrubbery. After the aircraft came to a stop, I turned the ignition off and closed the mixture control. The instructor turned off the master switch and we both egressed the aircraft. Police officers and firefighters were on scene as we exited the aircraft and came to our aid.

Instructor Statement below:

9/11/2024

Scheduled event from 0800-1100 XC from 06C-KJVL-06C

Purpose- general instrument assessment- student had received instrument training from previous instructors at different flight school where he received his PPL

Instructor- Trevor Merle

Student- Alec Osato

instrument student, second flight with instructor, second flight in Cherokee

approximately 0800-0815 aircraft released from maintenance

-50hr

-nav update

approximately 0815-0830

-Student and instructor having already discussed the intended flight, began preflight verified oil@7 qts, and found fuel to be approximately 10 gal R and 15 galL total fuel 25 Gal, 3.5 Hr flight time@7gal/hr

- Determined fuel quantity sufficient for intended flight, intentions to change tanks at or about JVL during return flight and having found no other issues began preparations for engine start on the left tank.

approximately 0830-0900

-performed engine start, taxi and run up with no issue, prepared for departure

-student unfamiliar with Rnav equipment GNS650, took time after the runup to demonstrate and perform equipment utilization

approximately 0900

-departed airport with intent to contact KORD approach for Flight Following and handoff to KFRD

-intercepted direct course previously loaded to KJVL

Approximately 0900-0950

-initial climb out from airport to 1600msl, continued to 2500msl and ended at 3500msl with respect to class B airspace

-due to frequency congestion on Approach opted to instead contact KFRD direct

-during first half of VFR flight (student in Simulated IFR after climb to 2500 MSL before climb to 3500) discussed various instrument flight topics including CRAFT clearances, and expectations regarding approach

- during second half of flight student briefed expected approach rnav22 into KJVL

- instructor contacted Rockford approach and received practice Rnav22 into KJVL

-instructor demonstrated loading and activating approach while student flew to waypoints directed by KRFD

-student flew Approach utilizing altitude step downs as appropriate and configured for landing at FAF exiting simulated IFR at 1200msl

approximately 0950-0955

-performed full stop landing on RW22 at KJVL was instructed to exit at B taxi via A back to 22 and taxied as appropriate

-at hold short talk student through loading return leg into GNS650 and ensuring all navigation and communication equipment was set for departure, student performed before takeoff check list

approximately 0955

-departed KJVL with course and altitude provided by instructor

approximately 0955-1035

-discussed different navigational equipment and walked student through intercepting VOR radials from JVL

-after initial demonstration of VOR tracking had student resume simulated IFR at and repeat intercept on different radial

-once established on radial gave student practice CRAFT clearance to 3CK, student executed clearance and flew to 3CK

-after student demonstrated adherence to clearance, instructor discontinued practice clearance, and instructed student fly direct back to 06C

-during altitude step down for KORD student went visual at approximately 2300 msl and flew VFR back to 06C and entered pattern amid field L downwind for RW29

approximately 1035

-landed at 06C, after exiting the runway and stopping past the hold short line on taxiway A discussed with student whether they wanted to perform any additional laps in pattern, student was interested in performing one last lap and calling it a day.

-taxied via A for takeoff RW29

approximately 1040

-at hold short line student performed before takeoff checklist, and took off RW29 and flew a standard pattern

-while in downwind instructor instructed student that he was flying a tight pattern at .6 nm parallel, student widened pattern while in downwind and continued pattern with slight extension to downwind leg to compensate per instructor guidance

approximately 1045

-after completing turn to final at approximately .6nm and 400AGL instructor noted RPM fluctuation

-after student confirmed that he wasn't responsible, instructor immediately ensured that fuel pump, mixture and carb-heat were on or in full rich positions and attempted to manipulate throttle for smooth running

- when engine failed to respond to controls, the flight instructor evaluated available emergency landing sites and determined that the best course of action was to attempt an off-airport landing on Irving Park Road.

During power off approach

-instructor began to secure aircraft for power off landing, call in emergency, land at slowest controllable airspeed (student pointed out stall indicator going off and instructor pitched down to compensate) and fly plane to point of intended landing

-managed to avoid obstacles while landing, but landed hard

-immediately after landing felt impact on right side of airplane and veered into ditch.

-after aircraft came to complete stop, took a second to breathe and ensure student remained relatively unharmed.

-cabin door remained unjammed, and instructor and student egressed aircraft

-as we egressed, we grabbed personal belongings and discovered the aircraft was leaking fuel.

-evac'ed area as first responders arrived

Both occupants were assessed by EMTs and later opted to seek medical evaluation at St. Alexius

At this point of time, while I intended to switch tanks at KJVL I cannot recall doing so, and that this accident was caused by that oversight.

Cherokee N1429T originated its flight from Schaumburg regional airport (06C) to Janesville regional airport on 9/11/2024 and was scheduled to conduct a training flight with Trevor Merle (Instructor Pilot) and Alec Osato (Pilot being instructed).

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- student flew Approach utilizing altitude step downs as appropriate and configured for landing at FAF exiting simulated IFR at 1200msl

approximately 0950-0955

- performed full stop landing on RW22 at KJVL was instructed to exit at B taxi via A back to 22 and taxied as appropriate

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approximately 0955

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5. A statement from Trevor documenting what lessons have been learned from this incident.
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In addition, our Executive staff and leadership team are committed to Safety. At our flight school, safety is not just a priority, it's the foundation upon which we build every aspect of our training. We are committed to instilling a culture of safety in all our students, ensuring that they not only master the technical skills required for flying but also develop the judgment and responsibility needed to make safe decisions on every flight. By emphasizing safety at every step, we prepare future pilots to uphold the highest standards of aviation, fostering a professional mindset that will carry them throughout their careers. Safety is, and always will be, the cornerstone of our mission to produce skilled and responsible aviators.