



FAA ACCIDENT / INCIDENT REPORT

1. ACCIDENT ☒ INCIDENT ☐		2. AMENDED DATE MO DA YR																																																																							
3. DATE OF EVENT MO DA YR		14. FAR PART NUMBER 91 91 SUBPART K (FRACTIONAL) 103 105 121 125 129 133 135 ON DEMAND 135 COMMUTER 137 141 OTHER																																																																							
4. FAA OFFICE REGION OFFICE NUMBER		15A. TYPE OF AIRCRAFT <table border="1" style="width:100%; border-collapse: collapse;"><tr><td>☒ AIRPLANE</td><td>☐ BLIMP/AIRSHIP</td><td>☐ ULTRALIGHT</td></tr><tr><td>☐ HELICOPTER</td><td>☐ GYROPLANE</td><td>☐ LIGHT SPORT</td></tr><tr><td>☐ GLIDER</td><td>☐ HOME BUILT/AMATEUR</td><td>☐ UAS</td></tr><tr><td>☐ BALLOON</td><td>☐ EXPERIMENTAL</td><td>☐</td></tr><tr><td>☐ OTHER</td><td colspan="2">☐</td></tr></table>		☒ AIRPLANE	☐ BLIMP/AIRSHIP	☐ ULTRALIGHT	☐ HELICOPTER	☐ GYROPLANE	☐ LIGHT SPORT	☐ GLIDER	☐ HOME BUILT/AMATEUR	☐ UAS	☐ BALLOON	☐ EXPERIMENTAL	☐	☐ OTHER	☐																																																								
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5. NTSB ID		15B. AIRWORTHINESS NONE ☒ STANDARD ☐ PROVISIONAL RESTRICTED ☐ PRIMARY ☐ LIMITED SPECIAL LIGHT SPORT AIRCRAFT EXPERIMENTAL (SELECT CERTIFICATE PURPOSE BELOW)																																																																							
6. LOCATION: CITY/STATE/ZIP Lakeway Tx		16. POWER PLANT MAKE/MODEL SERIES YES ☐ NO ☐																																																																							
7. OPERATOR NAME Tim Kirksey FOUR LETTER IDENTIFIER		17. PROPELLER MAKE/MODEL SERIES YES ☐ NO ☐																																																																							
8. AIRPORT (IF APPLICABLE) Lakeway Airpark 3- OR 4- LETTER ID		18. BIOHAZARD AREA YES ☐ NO ☐ BIOHAZARD PPE USED YES ☐ NO ☐																																																																							
9. LOCAL TIME 24- HOUR CLOCK		19. TYPE OF LANDING GEAR <table border="1" style="width:100%; border-collapse: collapse;"><tr><td>☒ CONVENTIONAL</td><td>☐ SKIS</td><td>☐ AMPHIBIOUS HULL</td></tr><tr><td>☐ TRICYCLE</td><td>☐ AMPHIBIOUS FLOATS</td><td>☐ OTHER</td></tr><tr><td>☐ FLOATS</td><td>☐ SKIDS</td><td>☐</td></tr></table>		☒ CONVENTIONAL	☐ SKIS	☐ AMPHIBIOUS HULL	☐ TRICYCLE	☐ AMPHIBIOUS FLOATS	☐ OTHER	☐ FLOATS	☐ SKIDS	☐																																																													
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12. COLLISION - BETWEEN TWO AIRCRAFT ☐ YES ☒ NO ☐ AIR ☐ GROUND		22. TYPE OF OPERATIONS																																																																							
13. AIRCRAFT REGISTRATION NUMBER SECOND AIRCRAFT REGISTRATION YEAR OF MANUFACTURE MAKE/MODEL TOTAL AIRFRAME HRS. SERIAL NO. AIRFRAME CYCLES		21A. TECHNICAL FACTORS ☒ NONE ☐ <table border="1" style="width:100%; border-collapse: collapse;"><tr><td>GEAR COLLAPSE</td><td>LOST POWER</td><td>FUEL DEPLETION</td><td>SABOTAGE</td><td>UNKNOWN</td></tr><tr><td>GEAR UP LANDING</td><td>FOD</td><td>PILOT INDUCED ERROR</td><td>PILOT INCAPACITATED</td><td>☒ PERSONAL</td></tr><tr><td>FIRE OR EXPLOSION</td><td>AUTO/IMPROPER FUEL</td><td>GROUND CREW ERROR</td><td>PILOT INCP. ALCOHOL</td><td>CARGO</td></tr><tr><td>FUEL CONTAMINATION</td><td>CORROSION</td><td>OTHER THAN PILOT</td><td>DOWNWIND TAKEOFF</td><td>INSTRUCTION</td></tr><tr><td>BLADE/ROTOR FAILURE</td><td>INFLIGHT FIRE</td><td>PARACHUTE INCIDENT</td><td>CARBURETOR ICE</td><td>BUSINESS</td></tr><tr><td>DESIGN OF AIRCRAFT</td><td>SMOKE/FUMES</td><td>OVER GROSS WEIGHT</td><td>HIT KNOWN OBJECT</td><td>CORPORATE</td></tr><tr><td>METAL FATIGUE</td><td>INFLIGHT BREAKUP</td><td>CG OUT OF LIMITS</td><td>EMERGENCY LANDING</td><td>FERRY</td></tr><tr><td>IMPROPER MAINTENANCE</td><td>IMPROPER PART</td><td>STRUCK ANIMAL</td><td>☒ HARD LANDING</td><td>AERIAL APPLICATION</td></tr><tr><td>IMPROPER INSTALLATION</td><td>AVIONICS</td><td>BIRD STRIKE</td><td>OVERSHOT RUNWAY</td><td>AERIAL OBSERVATION</td></tr><tr><td>AD NON-COMPLIANCE</td><td>GYRO</td><td>PAX DISTURBANCE</td><td>☒ UNDERSHOT RUNWAY</td><td>AMBULANCE / AIR EVAC</td></tr><tr><td>DECOMPRESSION</td><td>NAVIGATION SYSTEM</td><td>STOLEN AIRCRAFT</td><td>LOSS OF CONTROL</td><td>FIRE FIGHTING</td></tr><tr><td>FIRE AFTER LANDING</td><td>AUTO-PILOT</td><td>HIJACK AIRCRAFT</td><td>STALL/SPIN</td><td>BANNER TOW</td></tr><tr><td>SYSTEM FAILURE</td><td>ALTIMETER</td><td></td><td>MISMANAGED GEAR</td><td>AIR SHOW</td></tr><tr><td>RADIO/COMMUNICATION</td><td>TRANSPONDER</td><td></td><td>MISMANAGED CONTROLS</td><td>SIGHTSEEING</td></tr></table>		GEAR COLLAPSE	LOST POWER	FUEL DEPLETION	SABOTAGE	UNKNOWN	GEAR UP LANDING	FOD	PILOT INDUCED ERROR	PILOT INCAPACITATED	☒ PERSONAL	FIRE OR EXPLOSION	AUTO/IMPROPER FUEL	GROUND CREW ERROR	PILOT INCP. ALCOHOL	CARGO	FUEL CONTAMINATION	CORROSION	OTHER THAN PILOT	DOWNWIND TAKEOFF	INSTRUCTION	BLADE/ROTOR FAILURE	INFLIGHT FIRE	PARACHUTE INCIDENT	CARBURETOR ICE	BUSINESS	DESIGN OF AIRCRAFT	SMOKE/FUMES	OVER GROSS WEIGHT	HIT KNOWN OBJECT	CORPORATE	METAL FATIGUE	INFLIGHT BREAKUP	CG OUT OF LIMITS	EMERGENCY LANDING	FERRY	IMPROPER MAINTENANCE	IMPROPER PART	STRUCK ANIMAL	☒ HARD LANDING	AERIAL APPLICATION	IMPROPER INSTALLATION	AVIONICS	BIRD STRIKE	OVERSHOT RUNWAY	AERIAL OBSERVATION	AD NON-COMPLIANCE	GYRO	PAX DISTURBANCE	☒ UNDERSHOT RUNWAY	AMBULANCE / AIR EVAC	DECOMPRESSION	NAVIGATION SYSTEM	STOLEN AIRCRAFT	LOSS OF CONTROL	FIRE FIGHTING	FIRE AFTER LANDING	AUTO-PILOT	HIJACK AIRCRAFT	STALL/SPIN	BANNER TOW	SYSTEM FAILURE	ALTIMETER		MISMANAGED GEAR	AIR SHOW	RADIO/COMMUNICATION	TRANSPONDER		MISMANAGED CONTROLS	SIGHTSEEING
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21C. PART NAME		27. ACTUAL WEATHER IMC ☐ VMC ☐ NOT AVAILABLE ☐																																																																							
21D. MANUFACTURER		28. RUNWAY CONDITIONS TIME REPORTED NOT APPLICABLE ☒																																																																							
21E. PART NUMBER		☐ DRY ☐ WET ☐ SLUSH ☐ SNOW (WET) ☐ SNOW (DRY) ☐ ICE (COVERED) ☐ ICE (PATCHES) ☐ STANDING WATER ☐ OTHER																																																																							
23. WX. BRIEFING SOURCE NOT APPLICABLE/NOT AVAILABLE ☐ NATIONAL WEATHER SERVICE ☐ FLIGHT SERVICE STATION ☐ COMMERCIAL WX. SERVICE ☐ PATWAS ☐ VOICE RESP. SYSTEM ☐ COMPANY ☐ TV/RADIO WEATHER ☐ MILITARY ☐ COMPUTER BRIEFING ☐ PIREP ☐ UNKNOWN ☐ OTHER ☒ weather report from departing & landing airport		24. PRECIPITATION NOT APPLICABLE/NOT AVAILABLE ☐ RAIN HAIL SLEET SNOW FREEZING DRIZZLE FREEZING RAIN DRIZZLE OTHER																																																																							
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29. PILOT TRAINING (CHECK ALL THAT APPLY, RECORD THE TWO MOST RECENT TRAINING EVENTS, IF APPLICABLE/AVAILABLE.)

☐ ALL UNKNOWN

	YES	NO	UNK	(MO / DA / YR)	(MO / DA / YR)		YES	NO	UNK	(MO / DA / YR)	(MO / DA / YR)
SAFETY SEMINAR/CLINIC		☒				AIR CARRIER TRANSITION		☒			
WINGS PROGRAM		☒				SIMULATOR		☒			
AIR CARRIER INITIAL		☒				COMM/THIRD PARTY (CONTRACT TRAINING)		☒			
AIR CARRIER RECURRENT		☒				OTHER					
AIR CARRIER RE-QUALIFICATION		☒									

30. EVACUATION OVERVIEW (AIR CARRIER ONLY) EVACUATION INITIATED ☐ YES ☐ NO EVACUATION INJURIES ☐ YES ☐ NO31. PILOT INFORMATION NOT APPLICABLE ☐

CERTIFICATE TYPE

SECOND PILOT

NAME	Tim Kirksey	RECREATIONAL	
DATE OF BIRTH	MO DA YR	STUDENT	MO DA YR
DATE HIRED (AIR CARRIER ONLY)	MO DA YR	PRIVATE	MO DA YR
DOMICILE ZIP CODE	75703	COMMERCIAL	
HOURS IN MAKE AND MODEL	139	FLIGHT INST.	
HOURS IN LAST 90 DAYS	30	ATP	
HOURS IN LAST YEAR	49	FOREIGN PILOT	
TOTAL HOURS	198	SPORT	
CERTIFICATE NO.		NON-PILOT	
REGULATORY CHECK RIDE	02 18 23	OTHER	MO DA YR

32. CORRECTIVE ACTION(S) PLANNED OR INITIATED NONE ☐ 44709 RE-EXAM ☐ SDR ☐ COUNSELING ☐ EIR ☐
MALFUNCTION OR DEFECT REPORT ☐ OTHER ☐33. NARRATIVE (ATTACH ADDITIONAL SHEETS AS NECESSARY)
(ONLY STATE FACTS OR SEQUENCE OF EVENTS THAT ARE RELEVANT TO THE ACCIDENT OR INCIDENT)

See attached

CONDUCT OF INVESTIGATION

34. NTSB PARTICIPATION ON-SCENE ☐ LIMITED ☐ NONE ☐	35. FAA PARTICIPATION ON-SCENE ☐ NOT ON-SCENE ☐ SCENE NOT ACCESSIBLE ☐
36. FAA INITIAL NOTIFICATION DATE AND LOCAL TIME MO DA YR 24 - HOUR CLOCK	37. FSDO NOTIFICATION DATE AND LOCAL TIME MO DA YR 24 - HOUR CLOCK
39. FAA HOURS USED FOR TOTAL INVESTIGATION	40. TOTAL HOURS USED AT ACCIDENT SCENE
38. FAA IIC ARRIVAL ON SCENE DATE AND LOCAL TIME MO DA YR 24-HR CLOCK	41. TOTAL TRAVEL HOURS TO & FROM SCENE

42. FAA NINE RESPONSIBILITIES

IDENTIFICATION OF RESPONSIBILITIES IS THE INVESTIGATORS OPINION BASED ON HIS/HER INVESTIGATION

1. FAA FACILITIES YES ☐ NO ☐	4. AIRMAN/AIR AGENCY COMPETENCE YES ☐ NO ☐	7. SECURITY YES ☐ NO ☐
2. NON FAA FACILITIES YES ☐ NO ☐	5. FAR CHANGE NEEDED YES ☐ NO ☐	8. AIRMAN MEDICAL QUALIF. YES ☐ NO ☐
3. AIRWORTHINESS YES ☐ NO ☐	6. AIRPORT CERTIFICATION YES ☐ NO ☐	9. FAR VIOLATION YES ☐ NO ☐

43. BRIEF EXPLANATION OF ISSUES INVOLVED

44. FAA IIC NAME DATE REGION DISTRICT OFFICE

INSTRUCTIONS FOR FAA FORM 8020-23 ACCIDENT/INCIDENT REPORT

1. OCCURRENCE INFORMATION:

FAA FORM 8020-23 IS TO BE COMPLETED FOR EACH ACCIDENT AND INCIDENT AND FORWARDED TO THE RESPONSIBLE REGIONAL FLIGHT STANDARDS DIVISION WITHIN 30 DAYS. THE REGIONAL FS DIVISION WILL FORWARD ORIGINAL FAA ACCIDENT/INCIDENT REPORT TO AFS-620 AND A COPY OF ACCIDENT REPORT ONLY TO AAI-220 WITHIN 15 DAYS OF RECEIPT OF ORIGINAL.

2. AMENDED DATE:

INSERT AMENDED DATE FOR AMENDED REPORTS, FILL IN ITEMS 1, 2, 3, 5, AND 13. REGISTRATION NUMBER ONLY, AND NEW OR CHANGED INFORMATION PERTAINING TO ACCIDENT INVESTIGATION.

3. DATE OF THE OCCURRENCE:

COMPLETE THE EVENT DATE (MONTH/DAY/YEAR) IN FORMAT MMDDYY.

4. FAA (INVESTIGATING OFFICE):

THE FIRST TWO BLOCKS ARE THE REGION ID. THE SECOND TWO BLOCKS ARE THE NUMERICAL ID OF THE FSDO (E.G., EA 21).

5. NTSB ID:

INSERT NTSB REPORT NUMBER FOR ACCIDENTS AND INCIDENTS. THE NUMBER IS SUPPLIED BY THE NTSB OFFICE WITH JURISDICTIONAL RESPONSIBILITY.

6. LOCATION :

CITY: NEAREST CITY OR TOWN TO THE OCCURRENCE.

STATE: 2 LETTER IDENTIFIER OF THE STATE OR TERRITORY CODE.

ZIP CODE: ZIP CODE OF NEAREST CITY OR TOWN LOCATION.

7. OPERATOR:

PROVIDE THE NAME OF THE OPERATOR THAT HAS OPERATIONAL CONTROL OF THE AIRCRAFT INVOLVED IN THE EVENT. THE 4-LETTER DESIGNATOR IS FROM OPSS/SPAS/VIS.

8. AIRPORT:

PROVIDE THE AIRPORT NAME AND 4-LETTER ID IF OCCURRENCE TOOK PLACE ON AN AIRPORT. USE AIRPORT DESIGNATOR IAW FAA 7350.7B.

9. TIME:

PROVIDE THE TIME OF THE OCCURRENCE IN LOCAL 24 HOUR CLOCK.

10. LATITUDE / LONGITUDE:

PROVIDE GEOGRAPHIC INFORMATION FOR ALASKA AND OCEANIC EVENTS.

11. AIRCRAFT DAMAGE:

PROVIDE THE MOST SEVERE DAMAGE TO AIRCRAFT FROM CATEGORIES.

12. COLLISION:

IDENTIFY IF TWO AIRCRAFT ARE INVOLVED; AND IF TWO COLLIDED IN THE AIR OR ON THE GROUND. TWO FAA 8020-23 FORMS REQUIRED IF BOTH AIRCRAFT WERE FLYING OR HAD THE INTENT TO FLY.

13. AIRCRAFT REGISTRATION NUMBER:

COMPLETE AIRCRAFT REGISTRATION INFORMATION (E.G. REGISTRATION: N1234M. MAKE/MODEL: E.G. DC-9-10. SERIAL NUMBER: 99347YT78. YEAR OF MANUFACTURE: E.G. 1994). ALSO PROVIDE AIRFRAME CYCLES AND AIRFRAME HOURS IN WHOLE NUMBERS.

14. FAR PART NUMBER:

PROVIDE THE FEDERAL AVIATION REGULATION THAT THE AIRCRAFT WAS OPERATING UNDER. NOTES: AN AIR CARRIER DOING POSITIONING, TRAINING IS PART 91. PART 135 AIR TAXI AND AIR AMBULANCE IS PART 91 UNTIL PASSENGER PICKUP. MEDICAL PERSONNEL ARE PART OF THE CREW.

15. TYPE OF AIRCRAFT:

PROVIDE THE TYPE OF AIRCRAFT AND AIRWORTHINESS CERTIFICATE (MORE THAN ONE TYPE MAY BE CHECKED IN SOME CASES).

16. POWER PLANT INFORMATION:

PROVIDE THE MAKE/MODEL/SERIES OF ENGINE ONLY IF RELEVANT TO THE ACCIDENT/INCIDENT.

17. PROPELLER INFORMATION :

PROVIDE THE MAKE/MODEL/SERIES OF PROPELLER ONLY IF RELEVANT TO THE ACCIDENT/INCIDENT.

18. BIOHAZARD AREA:

PROVIDE BIOHAZARD AREA INFORMATION. NOTE: SELECT 'YES' IF BODY FLUIDS PRESENT. ALSO PROVIDE USE OR NONUSE OF PERSONAL PROTECTIVE EQUIPMENT INFORMATION.

19. TYPE OF LANDING GEAR:

PROVIDE TYPE OF LANDING GEAR OF AIRCRAFT INVOLVED IN EVENT.

20. INJURY SUMMARY:

ENTER THE COUNT FOR EACH INJURY TYPE BY PERSON CATEGORY FOR ALL ON BOARD THE AIRCRAFT. ACCOUNT FOR PERSONNEL INJURED THAT WERE NOT ON THE AIRCRAFT UNDER OTHER.

21. FACTORS:

SELECT THE MOST APPROPRIATE PRIMARY FACTOR FROM EITHER TECHNICAL OR OPERATIONAL FACTORS. SELECT ALL SECONDARY FACTORS.

21A. TECHNICAL FACTORS:

SELECT ALL APPLICABLE FACTORS. THIS IS THE

INSPECTOR/INVESTIGATOR OPINION BASED ON THE INVESTIGATION.

21B. OPERATIONAL FACTORS:

SELECT ALL APPLICABLE FACTORS. THIS IS THE

INSPECTOR/INVESTIGATOR OPINION BASED ON THE INVESTIGATION.

21C. PART NAME:

IDENTIFY THE PART NAME THAT FAILED OR IS SUSPECTED OF FAILURE BY THE PROPER NOMENCLATURE THAT IS DEPICTED IN THE MANUFACTURERS PARTS CATALOGUE.

21D. MANUFACTURER:

IDENTIFY THE MANUFACTURER OF THE PART, IF KNOWN.

21E. PART NUMBER:

IDENTIFY THE MANUFACTURER PART NUMBER. THIS WOULD BE THE SAME NUMBER NEEDED TO REQUISITION A REPLACEMENT PART.

21F. ATA CODE:

ENTER ATA CODES IAW TABLES IN THE FLIGHT STANDARDS GUIDE TITLED: JOINT AIRCRAFT SYSTEM AND COMPONENT CODE TABLE AND DEFINITIONS.

22. TYPE OF OPERATIONS:

SELECT TYPE OF OPERATIONS AIRCRAFT PERFORMED AT TIME OF OCCURRENCE.

23. WEATHER BRIEFING SOURCE:

SELECT WEATHER SOURCE PROVIDING WEATHER AT TIME OF OCCURRENCE.

24. PRECIPITATION:

SELECT ALL APPLICABLE PRECIPITATION FACTORS AT TIME OF OCCURRENCE.

25. WEATHER FACTORS:

SELECT ALL APPLICABLE WEATHER FACTORS AT TIME OF OCCURRENCE.

26. PHASE OF FLIGHT:

SELECT PHASE OF FLIGHT WHERE ACCIDENT OR INCIDENT SEQUENCE STARTED.

27. ACTUAL WEATHER CONDITIONS:

SELECT ACTUAL WEATHER CONDITION AT TIME OF OCCURRENCE.

28. RUNWAY CONDITIONS:

ENTER RUNWAY DESIGNATOR AND RUNWAY INFORMATION IF EVENT OCCURRED ON A RUNWAY.

29. PILOT TRAINING INFORMATION:

ENTER TYPE AND DATE OF ALL TRAINING RECEIVED WITHIN LAST 24 MONTHS.

30. EVACUATION OVERVIEW:

SELECT IF AN EVACUATION WAS INITIATED; AND SELECT IF INJURIES OCCURRED ATTRIBUTABLE TO EVACUATION.

31. PILOT INFORMATION:

ENTER ALL PILOT INFORMATION IF THEIR ACTIONS CONTRIBUTED TO THE ACCIDENT/INCIDENT. FOR ALL OTHER ACCIDENTS/INCIDENTS ENTER ONLY THE PILOT'S DATE OF BIRTH, HIGHEST CERTIFICATE MAINTAINED AND ALL PILOT HOURS.

32. CORRECTIVE ACTION:

SELECT APPLICABLE CORRECTIVE ACTION(S) PLANNED OR INITIATED.

33. NARRATIVE:

ONLY STATE FACTS OR SEQUENCE OF EVENTS THAT ARE RELEVANT TO THE ACCIDENT OR INCIDENT.

34. NTSB PARTICIPATION :

IDENTIFY LEVEL OF NTSB PARTICIPATION IN INVESTIGATION.

35. FAA PARTICIPATION:

IDENTIFY LEVEL OF FAA PARTICIPATION IN INVESTIGATION. ON-SCENE CAN BE CHECKED IF THE INSPECTOR/INVESTIGATOR PARTICIPATES IN THE INVESTIGATION BEYOND USE OF THE TELEPHONE, I.E. ENGINE TEARDOWN, INTERVIEW, OR WRECKAGE INVESTIGATION NOT AT THE SCENE OF THE ACCIDENT.

36. FAA INITIAL NOTIFICATION:

IDENTIFY THE TIME THE FIRST FAA FACILITY IS MADE AWARE OF THE OCCURRENCE EITHER THROUGH DISCOVERY OR NOTIFICATION NOTE: USUALLY FIRST NOTIFICATION IS TO AIR TRAFFIC.

37. FSDO NOTIFICATION:

IDENTIFY THE FIRST CALL ON THE OCCURRENCE RECEIVED BY THE FSDO.

38. FAA IIC ARRIVAL ON SCENE:

IDENTIFY THE DATE AND TIME THE FAA IIC ARRIVES ON THE SCENE.

39. FAA HOURS USED FOR TOTAL INVESTIGATION:

IDENTIFY TOTAL HOURS FAA SPENT ON THE INVESTIGATION. THIS INCLUDES ON-SCENE, TRAVEL HOURS, AND NON-SCENE ACTIVITIES IN WHOLE HOURS ONLY.

40. TOTAL HOURS USED AT ACCIDENT/INCIDENT SCENE:

IDENTIFY TOTAL HOURS FAA SPENT AT THE SCENE IN WHOLE HOURS ONLY.

41. TOTAL TRAVEL HOURS TO & FROM SCENE:

IDENTIFY TOTAL HOURS FAA SPENT ON TRAVEL TO AND FROM SCENE IN WHOLE HOURS ONLY.

42. FAA NINE RESPONSIBILITIES:

IDENTIFY FAA AREAS OF RESPONSIBILITY INVOLVED. DETERMINATION OF RESPONSIBILITIES IS THE OPINION OF THE INSPECTOR/INVESTIGATOR BASED ON BACKGROUND, TRAINING, SKILL, AND EXPERIENCE. ANNOTATION OF ONE OR MORE RESPONSIBILITIES DOES NOT HAVE TO BE JUSTIFIED OR PROVEN. AN AIRMAN WHO MAKES A MISTAKE, WHICH RESULTS IN AN ACCIDENT IS ANNOTATED UNDER AIRMAN/AIR AGENCY COMPETENCE. IT IS NOT NECESSARY TO SUBMIT AN EIR BECAUSE OF ANNOTATION OF VIOLATION.

43. BRIEF EXPLANATION OF ISSUES INVOLVED FOR EACH OF THE NINE RESPONSIBILITIES INVOLVED.

DESCRIBE RELEVANT ISSUES SURROUNDING THE OCCURRENCE. IF NO ISSUES, EXPLAIN WHY.

44. FAA IIC INFORMATION:

ENTER IIC INFORMATION NAME AND OFFICE AND DATE FORM COMPLETED.

Accident of N565CP on 9/25/2024

My wife (Janice) and I left Tyler, Tx (KTYR) at 17:30 for a 1 hour flight to Lakeway Tx (3R9). She travels with me and keeps our checklists in her lap that we both go over each phase of flight. We cruised at 6,500' to avoid a few clouds. 30sm from Lakeway I began a 500 fpm descent to reach the 1,900' traffic pattern 4sm from Lakeway Airpark. During the descent, reduced power to 50% after going mixture rich and turning on the fuel pump. During the descent also got the weather from Lago Vista (KRYW), being the closest reporting airport. Weather was reported as winds from 030 at 10 gusting to 16kts. Based on the weather planned a landing toward the North on runway 34 at Lakeway. At 10sm made a position announcement for Lakeway Traffic. At 5sm made a position announcement for Lakeway traffic and turned slightly North to avoid any possible noncommunicating Lakeway traffic. After making a left turn for the downwind leg, made a position announcement to Lakeway traffic. Abeam the South end of the runway, I reduced power to 40%, installed the first notch of flaps and began a descent. After making the base turn, once again made a position announcement for Lakeway traffic, installed 100% flaps and reduced power to 30%. During the final approach there are high power lines on a ridge perpendicular to the runway that require a shallowing of the approach descent. After passing the power lines a slightly steeper descent was made. Over the displaced threshold the aircraft suddenly dropped making contact with the threshold and bouncing us forward. I increased power during the drop with no affect. The stall warning horn went off while in the air during the bounce. We hit the ground next to the runway in a nose down position and slid to a stop. My wife and I both exited the aircraft. She has sustained a cracked sternum from the accident. I received 4 stitches on my left knee and have pain in my neck.



Tim Kirksey