

Michael Singleton ASI FAA
N97757
Cedar Key FL

10/10/2012

ASSIGNED TO INVESTIGATE THIS ACCIDENT.
ARRIVED AT CEDAR KEY AND FOUND AIRCRAFT BEING PREPARED FOR RECOVERY.
AIRCRAFT WAS APPROXIMATELY 20 FEET OFF SOUTHWEST END OF RUNWAY NOSE
DOWN IN A MARSH AREA, THIS AREA IS APPROXIMATELY 5 FEET LOWER IN ELEVATION
THAN THE RUNWAY SURFACE.

I INSPECTED THE AIRCRAFT AND FOUND THE NOSE WHEEL TO BE BROKEN OFF AND
DAMAGE TO THE FIREWALL FROM THE NOSE GEAR BENDING AFT.
SLIGHT BENDING ON ONE PROPELLER BLADE.
RIGHT WING TIP CAP BROKEN FROM IMPACT WITH BRUSH.

I INTERVIEWED THE PILOT AND HE STATED THAT HE HAD MADE ONE APPROACH THAT
WAS TOO HIGH AND FAST SO HE WENT AROUND AND LANDED ON THE SECOND
ATTEMPT. HE ALSO STATED THAT THE BRAKES WERE NOT SUFFICIENT FOR STOPPING
THE AIRCRAFT IN THE DISTANCE REMAINING ON THE RUNWAY.
EVIDENCE ON THE RUNWAY SHOWED THAT SKID MARKS DID NOT START UNTIL
APPROXIMATELY 2/3 DOWN THE RUNWAY. THIS WOULD LEAVE ONLY 600 FEET
REMAINING.

PILOT WRITTEN STATEMENT IS ON FILE.

AIRCRAFT WAS RECOVERED TO THE RAMP AREA FOR FURTHER INVESTIGATION.
INSPECTED BRAKE SYSTEM AND FOUND THAT THE RIGHT SIDE WHEEL BRAKE HAD
MORE PLAY IN IT THAN THE LEFT ALTHOUGH BOTH BRAKES ACTUATED AND WORKED.

CONTACTED THE CURRENT OPERATOR ULTIMATE AIR ACADEMY INC IN DAYTONA
BEACH, FLORIDA KATARINI XENAKI FOR COPIES OF THE MAINTENANCE LOG BOOKS
AND TO FIND OUT WHEN THE LAST ANNUAL INSPECTION WAS DONE.

10/11/2012

RECEIVED VIA E MAIL THE MAINTENANCE LOGS AND AIRCRAFT RENTAL CONTRACT
FOR THIS FLIGHT.
RENTAL CONTRACT IS SIGNED BY PILOT BUT NOT BY THE RENTAL COMPANY.

ANNUAL INSPECTION IS CURRENT AND COMPLETED SEPTEMBER 24 2012 TT 3631.2

10/12/2012

OPERATOR OF THE AIRCRAFT (ULTIMATE AIR ACADEMY INC IN DAYTONA BEACH,
FLORIDA KATARINI XENAKI) CONTACTED ME VERY AGITATED THAT WE WERE NOT
AGGRESIVELY PURSUING THE PILOT, AND DECLINING MY REQUEST FOR MORE
INFORMATION REGARDING THE AIRCRAFT LOG BOOKS AND STATUS OF REQUIRED
INSURANCE ON THE AIRCRAFT.

10/13/2012

OPERATOR OF THE AIRCRAFT (ULTIMATE AIR ACADEMY INC IN DAYTONA BEACH,
FLORIDA KATARINI XENAKI) AGAIN CONTACTED ME VERY AGITATED THAT WE WERE
STILL NOT AGGRESIVELY PURSUING THE PILOT AND NOW DEMANDING THAT THE FAA
TAKE RESPONSIBILITY FOR ANY FURTHER DAMAGE OR LOSS FROM THE AIRCRAFT.

10/16/2012

CONTACTED THE NTSB LUKE SCHIADA AND HE AGREED THAT THE AIRCRAFT COULD BE RELEASED TO THE OPERATOR FOR RECOVERY.
REQUESTED VIA E MAIL ALL ORIGINAL RECORDS FOR THE AIRCRAFT FOR REVIEW.
OPERATOR CONTACTED ME ON 10/18/2012 AND STATED THAT SHE WOULD NOT SEND THE LOG BOOKS BUT WOULD BRING THEM TO ME FOR REVIEW.

AS THIS AIRCRAFT HAS BEEN RELEASED, [REDACTED].