

Notes-Arthur Dunn Airpark Overrun Accident 8/9/2015

Narrative

The accident aircraft, a 1964 Cessna 206, N206DZ, touched down on runway 22, a sod field 1,805' in length, with a tailwind. The aircraft had one occupant on board, the pilot. The aircraft departed the designated landing surface, coming to rest approximately 300' beyond the end of the runway with enough speed to gap a 10' ditch. Its final position was with the nose section on one side and the tail section on the other side, straddling the ditch. All three propeller blades had sideways, rotationally induced dirt marks indicating that the engine was producing power at the time of impact. The final resting point of the blades was one blade dug $\frac{3}{4}$ of the way into the ground.

Brief Explanation of Issues Involved for FAA Nine Responsibilities

The airman failed to stop the aircraft on the designated surface, overrunning the runway, and coming to rest in a ditch off the departure end causing substantial damage to the aircraft.

Observations

The accident aircraft, a Cessna 206, N206DZ, was observed to be sitting level in ditch a few hundred feet beyond the departure end of runway 22, a 1,805' sod strip. The aircraft gapped the ditch as opposed to nosing over into it, suggesting a sufficient rate of speed to clear the approximately 10' distance. The visible ground track in the grass was walked back to a point approximately $\frac{1}{2}$ way up the runway before it was lost. It cannot, however, be concluded that that is where the aircraft touched down. The track was slightly right of centerline. There were no signs of brake application in the grass or the dirt. The flaps were extended approximately 5°. After the aircraft was extracted, the brakes were checked for continuity and operation with no deficit noted.

The nearby weather report seven miles to the south at Titusville Space Coast Regional Airport (KTIX) indicated a slight quartering tailwind from the left less than one hour after the accident.

I attempted to contact Kevin Burns on 8/12/2015, however he was unavailable to talk at this time.

The name of the operation is Skydive Space Center [REDACTED]. The owner is Greg Nardi, residing in Montana. [REDACTED]

Record of Conversation with Timothy A. Burns (additional pilot/employee)

8/10/2015

He was the pilot of the other parachute operation aircraft (no known relation to Kevin Burns, the accident pilot)

States that accident pilot spoke with him, but doesn't remember a cohesive timeline. He just kept talking trying to fill in gaps of timeline by trying to guess at what could have happened. He has good things to say about the accident pilot in general. They released jumpers at approximately 10,500 feet. Normal operation is to either beat the jumpers down or arrive at the airport at the same time. His personal thought is surprise at why the aircraft could not stop, even if it landed down the runway.

8/11/2015

Mr. Burns indicated that sometimes they circle the jumpers and guard them 1,000' above, but that if the engine temps allow, then they will beat them to the ground. It varies from operation to operation.

He first saw the accident aircraft from the air after returning from his jump mission. He did not witness the aircraft descent nor hear any communications from the accident pilot.

Record of Conversation with Michael Can (mechanic)

[REDACTED]

8/11/2015

Michael performed a complete control continuity check, and all surfaces functioned normally. He also said that the nose wheel steering and shimmy damper functioned normally, even though the nose fork itself was sheared off. His opinion is that the engine was producing above idle power at impact, due to the signature of the propeller blades. It appears to be a high speed taxi after touchdown to the right of centerline with no power reduction. He believes that the aircraft touched down before the intersecting runway 15/33.

Regarding operations, he indicated that they only fly tandem jumps, not individual sport jumpers. He said that Greg Nardi is the owner, and that he lives in Montana. He can be reached at ([REDACTED])

He said that they have a request in to the jump masters to call the FAA to discuss anything they witnessed before exiting the aircraft.

8/14/2015

Michael stated that the engine is not salvageable; the crankshaft is bent beyond tolerances. He does not have the capability to download the JPI data; Greg, the owner, has the equipment to do that. He will send the written SOPs for the pilots that he is in possession of.

Record of Conversation with Kevin Burns (the accident pilot)

[REDACTED]

work cell

personal cell-wife has it most of the time

8/13/2015

Mr. Burns states that a few things contributed to the accident. The interrupter for the squelch failed and he had to contend with the static noise. He was troubleshooting that and tried to mitigate the distraction by regulating the volume. The jump run was normal aside from the radio issue. He descended to approximately 3,000' to 2,500' and was release for a frequency change by approach control. He switched to CTAF, was circling down, and ran the before landing checklist. Then he noticed that the manifold pressure had fallen off. Normal descent profile for their operation is 140 mph in the descent with power set by referencing the JPI so as to avoid shock cooling the engine. He chose to convert that into an emergency descent based on the MP drop and the knowledge of the #4 cylinder being recently replaced. They normally fly final at 80-90 mph and flaps 20°. He chose to fly a higher approach angle than normal (estimating 130'-150' over the trees) and come in faster at 100 mph as a

contingency for a possible engine failure. He noticed that he seemed to be travelling faster than normal while flaring at the threshold and felt like he was being pushed. He "hopped" over the intersecting runway (15/33), kept getting "pushed", and was off to the side (right). At this point he was confused and not sure what was going on or why these things were happening. He doesn't recall attempting a go-around or securing the airplane. He remembers exiting the aircraft post collision then re-entering it to make a radio call. He also remembers thinking that the wind must have shifted since the windsock was showing a tailwind, even though he recalls the winds favoring runway 22 when preparing for the landing.

Titusville Police Department

Prop/ID/Evidence

[REDACTED]

Katelin Hill

8/11/2105 Photos still not in evidence yet. She will contact the officers to get them.

8/14/2015 Photos are in. They will send them to our office on CD.

Parish Medical Center

Melanie in Medical Records

They keep all records at least seven years

Send a fax to request medical records and toxicology results

Fax Stat [REDACTED]