

fax to: 1-210-409-7777
NTSB

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: Passadumkeag State: ME
 ZIP: 04475 Country: USA
 Latitude: 45°10'30" Longitude: 68°34'00"

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

(or 11 nm, 202° mb, from LRG)

Accident/Incident Date/Time

Date: 07/11/2018 Local Time: 7:20 PM
 mm/dd/yyyy Time Zone: EST

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

AIRCRAFT INFORMATION

Registration Number: N352GL

Manufacturer: Gary D. Loucks

Model: (Glasair I-TD), "SH-2"

Serial Number: 305

Year of Manufacture: Oct. 1994

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

☐ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: 4600 lbs

Weight at Time of Accident/Incident: 4250 lbs

Number of Seats: 2 Flight Crew Seats: 1

Cabin Crew Seats: 1 Passenger Seats: 1

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
☐ Certificate of Authorization or Waiver (COA)
☐ None

Special
☐ Restricted
☐ Limited
☐ Provisional
☐ Special Flight
☒ Experimental
☐ Special Light-Sport
☐ Experimental Light-Sport
☐ Unknown

Landing Gear

(Check all that apply)

☐ Retractable
☐ Tricycle
☐ Amphibian
☐ Emergency Float
☐ Float
☐ Hull
☒ Tailwheel
☐ High Skid
☐ Skid
☐ Ski
☐ 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/Serial	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	Lycoming	0-320 E Series	L-43683-27A	10-24-1995	160	?	83.3
Eng. 2	AirTech, FL	conv. to 0-320X160HP, mott		11/93	5MOH	692.41	STOH=104
Eng. 3							
Eng. 4							

Last Inspection Type

☐ 100-Hour ☐ Continuous Airworthiness
☐ AAIP ☒ Conditional Inspection @ 609 hrs.
☐ Annual ☐ Unknown

Date Last Inspection: 08/12/2017

Airframe Total Time: 692.41 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: Catto Propellers

Model: 2 blade-nickel leading edge

Propeller 2

☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: Artex

Model or Part No.: ELT-200

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: <u>Mark Weatherbee & Brian Souers</u> Fractional Ownership Aircraft: ☒ Yes ☐ No		City: <u>Lincoln</u> State: <u>ME</u> ZIP: <u>04457</u> Country: <u>USA</u>	
Operator of Aircraft ☐ Same As Registered Owner Name: <u>Mark Weatherbee</u> Doing Business As: <u>N/A</u> Air Carrier/Operator Designator (4 Character Code): <u>N/A</u>		☒ Same Address as Registered Owner City: _____ State: _____ ZIP: _____ Country: _____	
Operating Certificates Held <i>(Check all that apply)</i> ☐ 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 <i>(Select one)</i> ☐ Armed Forces ☐ Federal ☐ State ☐ Local ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 <i>(Select one for each group)</i> ☐ Scheduled or Commuter ☐ Domestic ☐ Non-Scheduled or Air Taxi ☐ International ☐ Passenger ☐ Cargo ☐ Mail Contract Only	
Revenue Sightseeing Flight ☐ Yes ☒ No	Air Medical Flight ☐ Yes ☒ No	Purpose of Flight for FAR 91, 103, 133, 137 <i>(Select one)</i> ☐ 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	
AIRPORT INFORMATION <i>(Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)</i>			
Airport Name: _____ Airport Identifier: _____ Proximity to Airport: ☐ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A		Distance From Airport Center: _____ sm Direction From Airport: _____ degrees true Airport Elevation: _____ ft. msl	
Runway Information Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft		Condition of Runway/Landing Surface <i>(Check all that apply)</i> ☐ 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	
Runway/Landing Surface <i>(Check all that apply)</i> ☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water ☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Dirt ☐ Ice ☐ Snow ☐ Unknown			
Approach/Departure Segment <i>(Select one)</i> ☐ 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 <i>(Check all that apply)</i> ☐ 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 <i>(Check all that apply)</i> ☐ 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	

N/A, No other crew or passengers.

"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: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ Age at time of Accident/Incident: _____ 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 <table style="width:100%;"> <tr> <th style="text-align: left;">Available</th> <th style="text-align: left;">Used</th> </tr> <tr> <td>☐ None</td> <td>☐ None</td> </tr> <tr> <td>☐ Lap only</td> <td>☐ Lap only</td> </tr> <tr> <td>☐ 3-point</td> <td>☐ 3-point</td> </tr> <tr> <td>☐ 4-point</td> <td>☐ 4-point</td> </tr> <tr> <td>☐ 5-point</td> <td>☐ 5-point</td> </tr> <tr> <td>☐ Unknown</td> <td>☐ Unknown</td> </tr> </table>			Available	Used	☐ None	☐ None	☐ Lap only	☐ Lap only	☐ 3-point	☐ 3-point	☐ 4-point	☐ 4-point	☐ 5-point	☐ 5-point	☐ Unknown	☐ 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		Medical Certificate Validity ☐ Without limitations/waivers ☐ Unknown ☐ With limitations/waivers ☐ N/A ☐ Special Issuance		Date of Last Medical _____ mm/dd/yyyy																																																																									
Available	Used																																																																																																			
☐ None	☐ None																																																																																																			
☐ Lap only	☐ Lap only																																																																																																			
☐ 3-point	☐ 3-point																																																																																																			
☐ 4-point	☐ 4-point																																																																																																			
☐ 5-point	☐ 5-point																																																																																																			
☐ Unknown	☐ Unknown																																																																																																			
Principal Occupation ☐ Pilot ☐ Other ☐ Unknown		Medical Certificate ☐ None ☐ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☐ Class 2 ☐ Unknown																																																																																																		
Medical Certificate Limitations																																																																																																				
Medical Certificate Special Issuance																																																																																																				
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: _____ 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 ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																														
Type Ratings						Student Endorsements (Include dates)																																																																																														
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding: 5px;">Flight Time (Enter appropriate number of hours in each box)</th> <th rowspan="2" style="text-align: center; padding: 5px;">All Aircraft</th> <th rowspan="2" style="text-align: center; padding: 5px;">This Make & Model</th> <th rowspan="2" style="text-align: center; padding: 5px;">Airplane Single Engine</th> <th rowspan="2" style="text-align: center; padding: 5px;">Airplane Multiengine</th> <th rowspan="2" style="text-align: center; padding: 5px;">Night</th> <th colspan="2" style="text-align: center; padding: 5px;">Instrument</th> <th rowspan="2" style="text-align: center; padding: 5px;">Rotorcraft</th> <th rowspan="2" style="text-align: center; padding: 5px;">Glider</th> <th rowspan="2" style="text-align: center; padding: 5px;">Lighter Than Air</th> </tr> <tr> <th style="text-align: center; padding: 5px;">Actual</th> <th style="text-align: center; padding: 5px;">Simulated</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Total Time</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td style="padding: 5px;">Pilot in Command (PIC)</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td style="padding: 5px;">Time as Instructor</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td style="padding: 5px;">This Make/Model</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td style="padding: 5px;">Last 90 Days</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td style="padding: 5px;">Last 30 Days</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td style="padding: 5px;">Last 24 Hours</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </tbody> </table>											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											Pilot in Command (PIC)											Time as Instructor											This Make/Model											Last 90 Days											Last 30 Days											Last 24 Hours										
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																																																																																																				
Pilot in Command (PIC)																																																																																																				
Time as Instructor																																																																																																				
This Make/Model																																																																																																				
Last 90 Days																																																																																																				
Last 30 Days																																																																																																				
Last 24 Hours																																																																																																				

N/A. pilot was sole occupant.

FLIGHT INFORMATION Last Departure Point Airport ID: <u>LRG</u> City: <u>London</u> State: <u>ME</u> Country: <u>USA</u>		Time of Departure Time: <u>6:55 PM</u> Time Zone: <u>EST</u>		Destination - <u>Planned</u> Airport ID: _____ City: _____ State: _____ Country: _____		Type Flight Plan Filed ☐ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military ☐ Unknown Activated? ☐ Yes ☐ No ☐ Unknown	
Type of ATC Clearance/Service (Check all that apply) ☒ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Cruise ☐ Unknown / NA		Airspace where the accident/incident occurred (Check all that apply) ☐ 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		Altitude of In-Flight Occurrence: <u>1,200</u> ft. MSL			
WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE							
Source of Pilot Weather Information (Check all that apply) ☐ National Weather Service ☐ Flight Information Station ☐ VFRadio ☐ Automated Report ☐ Commercial Weather Service (DIA/ATS) ☐ On-board Weather			Weather Observation Facility Facility ID: <u>MET</u> Observation Time: <u>throughout day at 7:00 PM local</u> (in air) Time Zone: <u>EST</u> Distance from Accident Site: <u>85</u> nm Direction from Accident Site: <u>360</u> degrees true				
Basic Conditions ☐ VMC ☐ IMC ☐ Unknown		Light Condition ☐ Day ☐ Night ☐ Dawn ☐ Dusk ☐ Daylight ☐ Bright Night ☐ Unknown		Temperature: _____ (C) or <u>75</u> (F)			
Sky/Lowest Cloud Condition ☐ Clear ☐ Few ☐ Partial Obscuration ☐ Scattered Lowest Cloud Condition Height _____ ft.agl		Ceiling ☐ None (Clear) ☐ Broken ☐ Overcast ☐ Obscured ☐ Indefinite ☐ Unknown Ceiling Height _____ ft.agl		Dew Point: _____ (C) or <u>55</u> (F) Altimeter Setting: <u>?</u> in. Hg or _____ MB			
Wind Direction ☐ Variable Direction: <u>360</u> degrees true		Wind Speed ☐ Calm ☒ <u>LRG</u> ☐ Light and Variable Speed: <u>5</u> kts		Wind Gusts ☐ Not Gusting Speed: <u>00</u> kts			
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 ☐ N/A ☐ Snow Grains ☐ Freezing Drizzle ☐ Rain Showers ☐ Ice Crystals		Visibility <u>2.10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: _____ ft			
Icing Forecast Amount ☒ None ☐ None ☐ Trace ☐ Rime ☐ Trace ☐ Light ☐ Clear ☐ Light ☐ Moderate ☐ Mixed ☐ Moderate ☐ Severe ☐ Unknown ☐ Severe ☐ Unknown		Icing Actual Amount ☒ None ☐ None ☐ Trace ☐ Trace ☐ Light ☐ Clear ☐ Moderate ☐ Mixed ☐ Severe ☐ Unknown ☐ Unknown		Turbulence Type (Check all that apply) ☒ None ☐ None ☐ Blowing Dust ☐ Fog ☐ Blowing Sand ☐ Ground Fog ☐ Haze ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown			
NOTAMS (D and FDC), AIRMETS, SIGMETs in effect at the time of the accident/incident: <u>None relevant to local flight.</u>							

FAX COVER LETTER

DALLAS FORT WORTH METRO POLICE		
Aircraft Damage	Aircraft Fire	Aircraft Explosion
☐ None ☒ Substantial ☐ Minor ☐ Destroyed ☐ Unknown	☒ None ☐ In-Flight ☐ On-Ground ☐ Both Ground and In-Flight ☐ Fire at Unknown Time ☐ Unknown	☒ None ☐ In-Flight ☐ On-Ground ☐ Both Ground and In-Flight ☐ Explosion at Unknown Time ☐ Unknown
Description of Damage to Aircraft and Other Property (Use additional sheet if necessary) Property damage: none N 352 GL damage: 1. Due to sudden engine stoppage presumed internal failure cause of forced landing, not caused by " " " " 2. one propeller - partial crack - not detached or separated 3. One propeller blade hidden in soil 4. Tail separated from aft fuselage 5. Rudder torn & separated from vertical fin 6. Long rudder bar bent 7. Forward 1/3 of wheel fairings lost/damaged 8. Upper & lower fuselage scratched & cracked in many places 9. Rear baggage bulkhead separated from seat 10. one piece wing appears intact except for small crack in the root lower fin		
NARRATIVE HISTORY OF FLIGHT 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. A detailed narrative was sent by email to Heidi Kemner, NTSB, and Glenn Pieri, FAA/Portland, ME FSDO on or about July 14, 2018 as well as several photos of the accident site and wreckage. Another copy of the same will be faxed to MS. Kemner at [redacted] The aircraft wreckage is consolidated in one place exactly where the final landing & deceleration occurred, about 100' north of the north shore of the Passadumkeag River, 3 mi. ESE of the town center at Passadumkeag, Maine. The rudder and tail section are under the mid fuselage. The forward 1/3 of the right wheel fairing is in the bushes about 50' ESE of the wreckage along the wheel's (right) landing path. Circumstances leading to the accident was as described: 30 secs of 50% power reduction followed by sudden and complete engine failure, followed by 60 secs of well controlled gliding to the largest, flattest and least obstructed area of a large marshland. Terrain is a heath or marsh with dense grass and bushes over very soft and spongy peat soil.		
(see attached previously submitted narrative) 07/14/2018 [redacted]		

Operator/Owner Safety Recommendation

No pilot, not even Sully or Bob Hoover, could have prevented this accident.
Nosing over in a forward direction was inevitable.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)

Was there Mechanical Malfunction/Failure? ☒ Yes ☐ No Sudden engine failure.
(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

Lycoming O-320-X
S/N: L-43683-27A

Total Time/Cycles
On Part

692.41 Hours

SMO# Cycles
11-93

Time Since This Part
Inspected/Overhauled

(factory new 4 cyls) SMOH 104 Hours
Last inspection 8-12-17, 21 hrs SMOH

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff
(Convert from pounds, as necessary)

19 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

Pilot, sole occupant exited through baggage compartment and fuselage to the open aft fuselage hole created by the separation of the tail section after impact.

OTHER AIRCRAFT - COLLISION (If air or ground collision occurred, complete this section for other aircraft)

Aircraft Registration Number

NA, None.

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

Use this space if additional space is needed for any answers.

I twice offered to empty the remaining 16 gals of 100LL fuel ^{before} leaked or evaporated. Mr Glenn Pieri advised me not to do so as it might be part of the investigation. I don't know if the vented fuel caps on the bottom (now) of the upside down wing will hold in the remaining fuel. It's been over a week now. I have witnessed several local residents visiting the wreckage. The nearest tar road is one mile away, but the River is easily travelled by motor driven boats and canoes.

(See attached, previously submitted, narrative) - 07/04/2018

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

Date of this Report

07/20/2018
mm/dd/yyyy

Name of Pilot/Operator:

MARK B. Weatherbee

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.

ERA18LA190

Reviewed by NTSB Regional Office

ERA - VA

Name of Investigator

H. Kemner

Date Report Received

7/20/18

P. 1-3 Supplement to N352GL, NTSB accident report

P. 1/3

This is my narrative for the last flight and emergency-total engine failure landing of N352GL on July 11, 2018.

Mark Weatherbee, DOB [REDACTED]

Pilot/co-owner N352GL, Glasair I-TD, aka, Glasair SH-2, mfg date 1995, S/N#305

Last annual August 2017

Total hours Airframe & SMOH: 692.41, 104 STOH, 4 factory new cylinder assemblies 3/17.

Pilot information:

Last BFR: 2-1-18, Lawrence Chandler, CFI [REDACTED]

FAA physical: Class 2, 11-29-17, Paul E. Turnquist, MD

Total pilot hours: 5,600+

Make and model: 500+

Pilot's license#: [REDACTED]

Ratings: commercial land & sea, instrument single & twin.

Flight conditions 7-11-18:

Clear, over 50 mi visibility, winds calm, MLT ASOS in the air reported: W320@5

N352GL was thoroughly preflighted inside hangar, including fuel sump drains and visual confirmation of fuel level in both tanks which matched the mechanical gauge in the cabin at 19gals/100LL (last purchased at OWK, ME, and IJD, CT). Oil level checked and was "7.5" quarts. (Oil consumption since top overhaul 3-17 has been 9hrs/qt, and serial oil analysis was normal, as was compressions taken twice since the top overhaul.)

Tach hours before flight 692.1

Tach hours end of flight 692.41

Duration of flight: 25 mins

SOB: pilot only, no passengers

Reason for flight: pleasure, sight seeing, maintain proficiency

Intended departure and return to LRG, local flight only, no flight plan or flight following.

Take off LRG, Lincoln, ME, RWY 35, at approximately 6:55PM local EST, one notch flaps, fuel boost pump on, full power, take off from main gear (not short field), down wind departure, south heading.

Conditions in the air: unlimited visibility, clear, smooth air with occasional light turbulence, no other traffic seen, though other aircraft heard on freq 122.8. Average altitude was 1,000' AGL, or 1,200MSL, and maximum was 2,000'MSL. Average RPM was 2,400. Cylinder head temps were 310-365°F, and exhaust temps 1,100-1,350 (typically hottest cyl#3). Fuel and oil pressures remained normal.

Engine performance was strong and smooth, but while flying about 10nm SSW of LRG at 1,200' MSL, at wings level cruise speed at 2,400RPM on a SE heading, the engine became suddenly and continuously rough, and reduced to about half cruise power, despite no change in throttle. At

that time there was more noise and a distinct vibration, though less than what a bent or damaged prop would produce. A quick check of gauges, magnetos, and engine temps revealed no problems, though eventually the vacuum gauges began to tumble. Fuel gauge still read 16 gals. Fuel boost pump was ineffective.

Within 30 secs or so, the engine and prop stopped completely. I briefly tried to restart without any movement of the prop. I did not reset the mixture which was set at nearly full rich. All electrical devices/radios/voltmeter appeared functional. As I had recently heard a radio communication from a nearby pilot, I attempted a Mayday call without any reply. I further tightened my seat restraints.

Loosing altitude I estimated that I had about one minute to make an emergency, off airport landing. Glide ratio with the motionless prop felt good, but normally no better than 14:1. No fields or roads wide or straight enough were within my visual scan. Below me was the Passadumkeag River/Cold Stream bog, hundreds of acres of inviting, deceptively flat appearing marshland. It truly was my best and only option. I set up for a northwest final approach leg (though river surface appeared calm, MLT ASOS, the closest available, had reported light NW wind).

I predicted very soft grass, weeds, bushes and turf, due to my intimate familiarity with the entire Passadumkeag River watershed. I knew I posted no risk to dwellings there, but would have a long arduous hike with biting insects to the nearest road. But I remained focused on making the best landing I could, fully predicting the inevitable nose over associated with fixed gear over spongy, irregular ground.

I applied full flaps on final approach and planned a full stall, nose high touchdown. After a very brief light contact with the ground, as the weight switched from wing lift to weight on soft marsh vegetation, and the wheels unable to roll smoothly, the Glasair flipped forcefully forward, nose down and tail upward, and quickly came to rest upside down.

No fire or smoke ensued. My full body weight was suspended on the 4 point restraints. I released the belts and fell to the floor (actually on to the cabin ceiling/plexiglass). I shut off the master switch, left on for my final but ineffective Mayday call. Both escape hatches were firmly cradled into the soft plants and turf, but thankfully no water was entering, as I was unable to open them due to the full weight of the aircraft upon the top surface of the fuselage (now below me).

I looked behind me through the fuselage where the upper baggage bulkhead had opened and saw daylight where the tail section had broken off. Fearing possible fire, carburetor now positioned over the hot engine, I quickly crawled through the tail, forcing away the rather sharp, shredded fiberglass sheathing to escape the wreckage.

Realizing I appeared uninjured, I reentered the Glasair to shut off the ELT, and grab a knife, flashlight, and small water bottle. I confirmed there still was a first aid kit there if I needed to return. I was unable to locate my myopic eyeglasses which would have helped during my long hike into gradual near darkness. I forgot to shut off the fuel valve. Once outside I checked briefly and discovered no leaking fuel.