

NATIONAL TRANSPORTATION SAFETY BOARD

NTSB Form 6120.1

PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

Email the pilot/operator aircraft accident/incident report to the investigator-in-charge of your accident/incident. If email is not available, mail the report per the instructions below.

If your accident/incident occurred in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, the District of Columbia, Puerto Rico, or the US Virgin Islands, send the form to: NTSB, ERA, 45065 Riverside Parkway, Ashburn, VA 20147.

If your accident/incident occurred in Ohio, Michigan, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri, Arkansas, Louisiana, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Colorado, or New Mexico, send the form to: NTSB, CEN, 4760 Oakland Street, Suite 500, Denver, CO 80239.

If your accident/incident occurred in Montana, Wyoming, Idaho, Utah, Arizona, Nevada, Washington, Oregon, California, Hawaii, or the territories of Guam or American Samoa, send the form to: NTSB, WPR, 505 South 336th Street, Suite 540, Federal Way, WA 98003.

If your accident/incident occurred in Alaska, send the form to: NTSB, ANC, 222 West 7th Avenue, Room 216, Box 11, Anchorage, AK 99513.

Rules pertaining to notification of aircraft accidents and incidents, as well as overdue aircraft are found in 49 Code of Federal Regulations (CFR) Part 830 http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfr830_main_02.tpl. These rules state the authority of the NTSB, define accidents, incidents, injuries, and other terms, and provide procedures for initial and immediate notification of accidents and incidents by aircraft pilots/operators.

A. APPLICABILITY

The pilot/operator of an aircraft shall send a report to the office listed above, based on accident/incident location; immediate notification is required by 49 CFR 830.5(a). **The report shall be filed within 10 days after an accident for which notification is required by Section 830.5, or after 7 days if an overdue aircraft is still missing.**

An aircraft accident, as defined in 49 CFR 830.2, is determined as an occurrence that involves a fatality or serious injury, or substantial damage to the aircraft. For occurrences that do not involve a fatality, the determination that the occurrence is an accident can be appealed by writing to the Director, Office of Aviation Safety, NTSB, 490 L'Enfant Plaza, S.W., Washington, D.C. 20594.

INSTRUCTIONS TO PILOTS/OPERATORS FOR COMPLETING THIS FORM

It is necessary that ALL questions on this report be answered completely and accurately.

If more space is needed, continue on a blank sheet of paper.

Nearest City/Place: Use the name of the nearest community in the state where the accident/incident occurred.

Date/Time: Indicate the date and local time of the event. Be sure to indicate the time zone.

Phase of Operation: Indicate the phase of operation during which the accident/incident occurred.

Aircraft Information: Enter aircraft make and model information as indicated on the aircraft registration certificate, including series. If the involved aircraft is certified as "amateur-built," include the name of the producer of the kit or plans, unless an NTSB employee instructs otherwise.

Maximum Gross Weight: Enter the certificated maximum gross weight for the aircraft involved in the occurrence. This should be the same as the maximum gross weight indicated on the aircraft weight and balance documents.

Engine: Enter engine make and model information as indicated on the engine data plate.

The NTSB uses this form for aircraft accident prevention activities and for statistical purposes. NTSB regulations (49 CFR Part 830) require that **ALL** questions be answered completely and accurately. Completion of this form will take approximately 60 minutes. The NTSB does not guarantee the privacy of any information provided in this form. You need not complete this form unless it displays a valid OMB control number, in accordance with 5 C.F.R. § 1320.5(b), which applies to this collection of information.

B. DEFINITIONS

1. "Aircraft Accident" means an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death, or serious injury, or in which the aircraft receives substantial damage. For purposes of this form, the definition of "aircraft accident" includes "unmanned aircraft accident," as defined at 49 CFR 830.2.

2. "Substantial Damage" means damage or failure that adversely affects the structural strength, performance or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component. NOTE: Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairing or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for purposes of this report.

3. "Operator" means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

4. "Fatal Injury" means any injury that results in death within thirty (30) days of the accident.

5. "Serious Injury" means any injury that (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fracture of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Type of Fire Extinguishing System: If a fire extinguishing system was used to fight an aircraft fire, specify the type(s) of extinguishing system(s) used. Examples include handheld extinguisher, engine fire bottle, cargo/baggage compartment fire suppression system, or airport emergency ground equipment.

Owner/Operator Information: Enter the owner information as shown on the registration certificate. Commercial operators, enter the operator information, including "doing business as" when applicable, as shown on the operator certificate.

Revenue Sightseeing Flight: Indicate whether the accident aircraft was conducting revenue sightseeing operations under 14 CFR Part 91 at the time of the accident.

Air Medical Flight: Indicate whether the accident flight was being conducted for the purpose of carrying medical personnel, patient(s), or organs.

Public Aircraft: Federal, state or local government flight operations such as official travel, law-enforcement, low-level observation, aerial application, firefighting, search and rescue, biological or geological resource management, or aeronautical research. Indicate whether the flight was conducted by the armed forces, federal, state, or local government.

Purpose of Flight: 14 CFR Parts 91, 103, 133, 136, and 137: Indicate the type of operation that was being conducted at the time of the occurrence using the following definitions:

AERIAL APPLICATION--Operations using an aircraft to perform aerial application or dispersion of any substance. Examples include agricultural, health, forestry, cloud seeding, firefighting, insect control, etc.

AERIAL OBSERVATION--These flights include aerial mapping/photography, patrol, search and rescue, hunting, highway traffic advisory, ranching, surveillance, oil and mineral exploration, criminal pursuit, fish spotting, etc.

AIR DROP--Aerial operations, other than aerial application, that are intended to release items in flight.

AIR RACE/SHOW--Includes any flight operations conducted as part of an organized air race or public demonstration.

BUSINESS--includes all personal flying without a paid professional crew for reasons associated with furthering a business, including transportation to and from business meetings or work. This does not include corporate/executive operations, air taxi, or commuter operations.

EXECUTIVE/CORPORATE--Company flying with a paid, professional crew.

FERRY--Non-revenue flight under a special flight or "ferry" permit. Refer to 14 CFR 21.197 for details of special flight permit issuance.

FLIGHT TEST--Flight for the purpose of investigating the flight characteristics of an aircraft/aircraft component or evaluating an applicant for a pilot certificate or rating.

INSTRUCTIONAL--Flying while under the supervision of a flight instructor or receiving air carrier training. Personal proficiency flight operations and personal flight reviews, as required by federal air regulations, are excluded.

OTHER WORK USE--Miscellaneous flight operations conducted for compensation or hire such as construction work (not 14 CFR Part 135 operation), parachuting, aerial advertising, towing gliders, etc.

PERSONAL--Flying for personal reasons (excludes business transportation) including pleasure or personal transportation. This also includes practice or proficiency flights performed under flight instructor supervision and not part of an approved flight training program.

POSITIONING--Non-revenue flight conducted for the primary purpose of relocating the aircraft. Examples include moving the aircraft to a maintenance facility or to load passengers or cargo etc.

UNKNOWN--Use only if the primary purpose of flight is not known.

Other Aircraft--Collision: For all accidents involving a collision with another aircraft, including parked aircraft, check "Collision with other aircraft" under Basic Information and complete this section indicating details about the OTHER aircraft involved in the collision.

Airport Information: Complete this section if the accident/incident occurred on approach, landing, takeoff, departure, or within 3 statute miles of an airport. Please refer to the FAA Airport/Facility Directory or other official source for airport information.

Airport Identifier: Provide the official 3 or 4 character airport identifier number.

Runway: Indicate the number of the runway used, including L, R, or C if applicable.

Runway/Landing Surface: Indicate the type of intended runway/landing surface (do not indicate surface conditions). If the surface type was mixed, check all that apply.

Condition of Runway/Landing Surface: Indicate the condition of the intended runway/landing surface. If multiple conditions existed at the time of the accident, check all that apply.

Weather Information at the Accident/Incident Site: Indicate the weather conditions reported at the accident/incident site at the time of occurrence. If no weather reporting was available for the accident/incident site, indicate the reported conditions at the nearest reporting site. Specify the weather reporting site identifier, the observation time, and distance from the accident/incident.

Sky/Lowest Cloud Condition: Indicate the height above ground level of the lowest cloud condition present at the time of the accident/incident and whether coverage was reported as few, scattered, broken or overcast. Also indicate the height above ground level and coverage of the lowest cloud ceiling present at the time of the accident/incident (reported as broken or overcast).

NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs: Describe all NOTAMs (distant (D) or Flight Data Center (FDC), if known), AIRMETs, SIGMETs, and PIREPs in effect near the accident/incident.

Flight Crewmember Information: Indicate the category that best describes the capacity served by this flight crewmember at the time of the accident. The designators "Flight Crewmember 1" and "Flight Crewmember 2" do not refer to a specific pilot position or responsibility. If more than one pilot is aboard, they may be entered in any order and their capacity entered as appropriate.

Degree of Injury: See Definitions on the top half of Page 1 of the instructions. Minor injury is not defined. If an injury does not meet the criteria for another injury category, select Minor.

Date of Last Flight Review or Equivalent: Enter the date of the most recent flight review, or equivalent, completed by this pilot. Refer to 14 CFR 61.56 for accepted equivalents.

Type Ratings: List all type ratings on the pilot certificate. If the pilot holds no type ratings indicate "none." If the pilot holds a pilot certificate other than student and was flying an aircraft requiring an endorsement, enter the type and date of any logbook endorsement(s) for that aircraft. See 14 CFR 61 for examples of required endorsements.

Student Endorsements: If the pilot holds a student pilot certificate, enter all solo endorsements and dates on the student pilot certificate.

Flight Time: Complete the flight time matrix. Solo flight time should be included as "Pilot-in-Command (PIC)" and all dual flight instruction given should be included as "Time as Instructor."

Additional Flight Crewmembers: Complete this section if there were more than two required flight crewmembers on the aircraft. This also includes a check airman performing official duties but does not include cabin crew. State the capacity served by each included crewmember at the time of the accident.

Passenger(s)/Other Personnel: Enter identification and injury severity information for all passengers, cabin crew, and other personnel involved in the accident. See Page 1 of the instructions for the official definition of injury levels.

Several questions throughout the form allow for multiple responses; when appropriate, choose all responses that apply.

These instructions only pertain to major issue areas covered by NTSB Form 6120.1 *Pilot/Operator Aircraft Accident/Incident Report*. For additional definitions of questions and responses, please refer to www.ntsbgov.

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: Asheville/Fletcher State: NC
 ZIP: 28732 Country: United States
 Latitude: 35° 25' 29.96" N Longitude: 82° 31' 54.94" W
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 12/28/2019 Local Time: 5:31PM
mm/dd/yyyy Time Zone: Eastern

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

AIRCRAFT INFORMATION

Registration Number: N27GB

Manufacturer: Piper

Model: PA-32RT-300

Serial Number: 32R-7885203

Year of Manufacture: 1978

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

☒ IFR-Equipped and Certified

☐ Commercial Space Flight

☐ Unmanned Aircraft

Maximum Gross Weight: 3600 lbs

Weight at Time of Accident/Incident: 3135 lbs

Number of Seats: 6 Flight Crew Seats: 2

Cabin Crew Seats: 0 Passenger Seats: 4

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

☐ Other Launch/Recovery System

☐ None

☐ Tailwheel

☐ High Skid

☐ Skid

☐ Ski

☐ Ski/Wheel

☐ 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/Serial	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time <i>(hours)</i>	Time Since: Inspection <i>(hours)</i>	Overhaul <i>(hours)</i>
Eng. 1	Lycoming	TIO-540 K1GD5	L-15298-48A	06/26/1978	300	4081.6	24.5	364.81
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 05/06/2019
mm/dd/yyyy

Airframe Total Time: 4081.6 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: Fire extinguisher under pilot seat, just replaced at annual

Propeller 1

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

Manufacturer: Hartzell

Model: HC-C2YK-1BF

Propeller 2

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

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: Pointer 3000

Model or Part No.: 317711

TSO No.: ☒ C91 (121.5 MHz) ☐ C91a (121.5 MHz)
☐ C126 (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: ASTERIX AVIATION LLCCity: AtlantaState: GA

ZIP: _____

Fractional Ownership Aircraft: ☐ Yes ☒ NoCountry: US**Operator of Aircraft**☐ Same As Registered Owner☐ Same Address as Registered OwnerName: Ryan KauffmanCity: Marietta

Doing Business As: _____

State: GAZIP: 30064

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

Country: US**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: Asheville Regional AirportDistance From Airport Center: 1.2 smAirport Identifier: KAVLDirection From Airport: 60 degrees trueProximity to Airport: ☒ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/AAirport Elevation: 2162 ft. msl**Runway Information**Runway ID: 17 (L/R/C) Length: 7001 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: Ryan City of Residence: Marietta
Middle Initial: M State: GA ZIP: 30064
Last Name: Kauffman Country: US
Age at time of Accident/Incident: 41 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

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	

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

02/01/2015
mm/dd/yyyy

Medical Certificate Limitations

None

Medical Certificate Special Issuance

None

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

06/28/2019
mm/dd/yyyy

Flight Review Aircraft

Make: Beechcraft
Model: BE-76-76

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**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	326.7	224.2	314.2	12.5	16.7	28.3	51.3	0	0	0
Pilot in Command (PIC)	295	210	295	3	16.7	26.3	51.3	0	0	0
Time as Instructor	0	0	0	0	0	0	0	0	0	0
This Make/Model					16.7	24.6	43.4			
Last 90 Days	3.7	3.7	3.7	0	0	0	0	0	0	0
Last 30 Days	1.6	1.6	1.6	0	0	0.3	0	0	0	0
Last 24 Hours	1.6	1.6	1.6	0	0	0.3	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: _____ 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

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	

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

mm/dd/yyyy

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	☐ Instrument Airplane
☐ Airplane Single-Engine	☐ Instrument Helicopter
☐ Airplane Multi-Engine	☐ Helicopter
☐ Gyroplane	☐ Glider
☐ Powered Lift	☐ Sport

Type Ratings**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										
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

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 ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer		Restraint Type: 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
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 ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer		Restraint Type: 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
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: <u>Lindsay</u> City: <u>Marietta</u> Middle Initial: <u>K</u> State: <u>GA</u> ZIP: <u>30064</u> Last Name: <u>Kauffman</u> Country: <u>US</u> ☐ Crew ☒ Passenger ☐ Other	☒ Left ☐ Center ☐ Right ☐ Unknown Row: <u>3</u>	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available Used ☐ None ☐ None ☒ Lap Only ☐ Lap Only ☐ 3-point ☐ 3-point ☐ 4-point ☐ 4-point ☐ 5-point ☐ 5-point ☐ Unknown ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: <u>Karmryn</u> City: <u>Marietta</u> Middle Initial: <u>E</u> State: <u>GA</u> ZIP: <u>30064</u> Last Name: <u>Kauffman</u> Country: <u>US</u> ☐ Crew ☒ Passenger ☐ Other	☐ Left ☐ Center ☒ Right ☐ Unknown Row: <u>2</u>	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available Used ☐ None ☐ None ☒ Lap Only ☐ Lap Only ☐ 3-point ☐ 3-point ☐ 4-point ☐ 4-point ☐ 5-point ☐ 5-point ☐ Unknown ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: <u>Claire</u> City: <u>Marietta</u> Middle Initial: <u>A</u> State: <u>GA</u> ZIP: <u>30064</u> Last Name: <u>Kauffman</u> Country: <u>US</u> ☐ Crew ☒ Passenger ☐ Other	☒ Left ☐ Center ☐ Right ☐ Unknown Row: <u>2</u>	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available Used ☐ None ☐ None ☒ Lap Only ☐ Lap Only ☐ 3-point ☐ 3-point ☐ 4-point ☐ 4-point ☐ 5-point ☐ 5-point ☐ Unknown ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: <u>Brooks</u> City: <u>Marietta</u> Middle Initial: <u>M</u> State: <u>GA</u> ZIP: <u>30064</u> Last Name: <u>Kauffman</u> Country: <u>US</u> ☐ Crew ☒ Passenger ☐ Other	☐ Left ☐ Center ☒ Right ☐ Unknown Row: <u>3</u>	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available Used ☐ None ☐ None ☒ Lap Only ☐ Lap Only ☐ 3-point ☐ 3-point ☐ 4-point ☐ 4-point ☐ 5-point ☐ 5-point ☐ Unknown ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☒ Under 5 years If Under 5, ☒ Child Restraint ☐ Lap-Held ☐ Unknown

FLIGHT ITINERARY INFORMATION			
Last Departure Point Airport ID: <u>KAVL</u> City: <u>Asheville/Fletcher</u> State: <u>NC</u> Country: <u>US</u>	Time of Departure Time: <u>5:30 PM</u> Time Zone: <u>Eastern</u>	Destination Airport ID: <u>KYYY</u> City: <u>Kennesaw</u> State: <u>GA</u> Country: <u>US</u>	Type Flight Plan Filed ☐ None ☐ Company VFR ☐ Military VFR ☐ VFR ☐ VFR/IFR ☒ IFR ☐ Unknown Activated? ☒ Yes ☐ No ☐ Unknown
Type of ATC Clearance/Service (Check all that apply) ☐ None ☐ VFR ☐ Special VFR ☒ IFR ☐ Special IFR ☐ VFR On Top ☐ VFR Flight Following ☐ Traffic Advisory ☐ Cruise ☐ 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
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		Weather Observation Facility Facility ID: <u>KAVL</u> Observation Time: <u>2154Z</u> Time Zone: <u>Eastern</u> Distance from Accident Site: <u>1</u> nm Direction from Accident Site: <u>60</u> degrees true	
Basic Conditions ☒ VMC ☐ IMC ☐ Unknown	Light Condition ☐ Dawn ☒ Day ☐ Dusk ☐ Night ☐ Dark Night ☐ Bright Night ☐ Unknown		
Sky/Lowest Cloud Condition ☐ Clear ☐ Few ☐ Partial Obscuration ☐ Scattered ☒ Thin Broken ☐ Thin Overcast ☐ Unknown	Ceiling ☐ None (Clear) ☒ Broken ☐ Overcast ☐ Obscured ☐ Indefinite ☐ Unknown	Temperature: <u>17</u> (C) or _____ (F) Dew Point: <u>09</u> (C) or _____ (F) Altimeter Setting: <u>30.19</u> in. Hg or _____ MB	
Lowest Cloud Condition Height <u>11000</u> ft agl		Ceiling Height <u>11000</u> ft agl	
Wind Direction ☐ Variable -or- Direction: <u>140</u> degrees true	Wind Speed ☐ Calm ☐ Light and Variable -or- Speed: <u>6</u> kts	Wind Gusts ☒ Not Gusting -or- Speed: _____ kts	Visibility <u>10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: _____ ft
Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☐ N/A ☐ Unknown	Type of Precipitation (Check all that apply) ☒ None ☐ Rain ☐ Snow ☐ Hail ☐ Rain Showers ☐ Drizzle ☐ Ice Pellets ☐ Snow Pellets ☐ Snow Grains ☐ Ice Crystals ☐ Freezing Rain ☐ Snow Shower ☐ Ice Pellets Shower ☐ Freezing Drizzle		Restriction to Visibility (Check all that apply) ☒ None ☐ Blowing Dust ☐ Blowing Sand ☐ Blowing Snow ☐ Blowing Spray ☐ Dust ☐ Fog ☐ Ground Fog ☐ Haze ☐ Ice Fog ☐ Smoke ☐ Unknown
Icing Forecast Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☐ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown	Icing Actual Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☐ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown		Turbulence Type (Check all that apply) ☒ None ☐ Clear Air ☐ Terrain-Induced ☐ Convective Turbulence Severity ☐ Light ☐ Moderate ☐ Severe ☐ Extreme
NOTAMS (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident: Taxiway NOTAMS: 1. IAVL 12/023 Asheville Regional, Asheville, NC (KAVL) Taxiway A4 closed Dec 6, 2019 2104Z to Jan 30, 2020 1030Z, 2. IAVL 12/018 Asheville Regional, Asheville, NC (KAVL) Taxiway A1 approach area holding position sign for approach end runway 35 not standard Dec 2, 2019 1743Z to Jan 30, 2020 0500Z 3. IAVL 12/017 Asheville Regional, Asheville, NC (KAVL) Taxiway A2 surface markings not marked Dec 2, 2019 1741Z to Jan 30, 2020 0500Z			

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)

The aircraft was damaged substantially in the off-field landing, but the fire that ensued with 66+ gallons of 100LL fuel consumed the wreckage and most of it was destroyed. I did not see any other damage to any other surrounding structures, lamp posts, or pylons. The concrete or asphalt could have been damaged somewhat, but I did not see that either. There was no other person or personal property that I can identify as being damaged during the accident.

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.

On December 28, 2019, my family of 5 people decided to make a day trip to Asheville, North Carolina. I received a weather briefing and filed my IFR flight plan through foreflight at 10:04AM. I obtained weather reports and forecasts, fuel requirements, alternatives available, and any known traffic delays, and I completed my weight and balance in foreflight. We initially went to the airport around 10:30 a.m., I performed a very thorough preflight inspection as per the POH, using a laminated copy of the POH. I had completely filled the airplane in Jasper Georgia (KJZP) on November 5, 2019, with 94 gallons of 100LL, and there was 86 gallons of 100LL based upon visual inspection and wing tank gauges. Of note, I checked the tire pressure(all normal), oil (9.5quarts checked twice by wiping the dipstick), and checking the fuel(86gals of 100LL), sumping the fuel (no water, and never has been in 200+hours of flight), and checking the attachment point of the flaps, and ailerons, their mobility, and all facets of the POH preflight inspection. After the preflight inspection, I obtained another weather briefing through foreflight, and picked up my IFR flight plan. The aircraft started normally, runup was normal, fuel and oil pressure were normal, and it performed normally 15gals/hr in cruise flight, at 7000ft 25-50degrees ROP, oil temperature/pressure normal, 23in of manifold pressure at 2200RPM, with no abnormal sounds throughout the duration of the flight to KAVL. We landed without incident with 86 gallons of fuel present based upon fuel flow and fuel gauges, so I requested no services through Signature at KAVL. We rented a car at the Asheville terminal. We then went to the Omni Grove Park Inn, ate a buffet, and took pictures.

Upon return to the airport, I performed my standard preflight actions of obtaining weather reports and forecasts on Foreflight and aviationweather.gov, calculated fuel requirements, alternatives available (KCTJ), any known traffic delays, and verified weight and balance with 20 gallons less fuel. I also obtained a foreflight briefing with METARs, TAFs, NOTAMs for KAVL and for our flight plan back to KYYY, Cobb County Georgia. I checked out with Signature Flight Support, and again, we had obtained no services, fuel, or oil, and in fact, the aircraft had not been moved from its taxi to parking location. I then performed a preflight evaluation, with no obvious fluid, oil spotting, or any changes in the area around or under the aircraft. The landing gear showed no fluid leakage or other changes. I reevaluated the cowling, to ensure that there were no bird or other creatures inside the air inlets of the cowling. Also, I evaluated the pitot tube and static ports, and there were no obstructions and no insects present. I then did a standard preflight evaluation, and all flight surfaces were normal, and moved normally. The propeller felt normal, and the remainder of the walk around was unremarkable. I then loaded a stroller in the nose baggage compartment of the airplane, and my family came out to meet me. As they met me, I loaded them into the aft left door of the Aircraft, and buckled everyone in. I then climbed in, buckled in, and began the start sequence for the Aircraft, without incident, and in fact, it started first turn in the start sequence. Once started, all the aircraft and engine instrumentation was in the satisfactory green and normal locations. I then turned on the radios, and I contacted KAVL ground and picked up my IFR clearance, having to clarify the Asheville 5 Departure and MILBY. Once I had obtained my IFR departure, I obtained my ground clearance and taxi instructions from KAVL ground. We followed the taxi instructions to follow behind a regional jet. Once positioned on the taxiway, I performed a standard predeparture run up per the pilot's operating handbook. I had the pages of the POH for the Pre-Flight Inspection, the run up, and Normal Operating Procedures laminated, and on my IFR clipboard. I did a standard run up of the Aircraft, with fuel pump on, performing normal Magneto checks, cycling the propeller twice, with all gauges remaining in normal condition. I had ample time for my thorough run up, as the regional jet in front of us asked for more time prior to departure from the tower, and they were actually delayed slightly. As we sat, the engine was at a normal idle, and all engine and aircraft gauges were normal. The engine also sounded normal. I watched as the regional jet departed, and I observed the departure point on the runway, approximately 2/3 the way down the 7001ft runway, so that I could depart before that point and avoid wake turbulence.

Continued on another page

Narrative continued.

I then received my takeoff clearance from the tower. I was cautioned about wake turbulence from the departing regional jet, and I told the tower I appreciated the wake turbulence warning. I did want to ensure departure from Runway 17 at a point prior to the departure point of the regional jet to avoid wake turbulence. Therefore, I planned to rotate the aircraft at 75 Knots. The rotation speed in a clean configuration, no flaps, landing gear down is 75-85 Knots. Typically, I rotate for takeoff at approximately 80 Knots, but because I wanted to be airborne before possible wake turbulence, I decided to rotate at 75 Knots. Once I received my takeoff clearance, the Aircraft was set for takeoff without flaps, in standard takeoff configuration with no abnormalities noted per checklist. As I smoothly applied power, the takeoff roll on the airplane seemed reasonable, and within normal limits. At approximately 75 Knots, I rotated the aircraft, and flew it into ground effect to allow it to speed up to a Vx climb speed of 87 Knots and awaiting a positive climb rate to select gear up. I then established a Vx climb at 87 Knots, established a positive rate of climb, and selected gear up. Once climbing for 20-30 seconds, everything seemed normal. Once reaching several hundred feet (300 or 400) in the air, and once I had established a Vx climb of 87 knots, it sounded as though the aircraft engine was producing less power than was standard, with an RPM reduction. Upon noticing less power, I acted by adding full rich mixture, full forward propeller, and full forward throttle. I then ensured that my gear was up, my flaps were up, and the fuel pump was on with normal fuel pressure and fuel flow. After doing this, the engine was still producing less power than normal, so I pushed the yoke forward to ensure adequate air speed, but noted limited if any climb at 87 knots as the engine continued to sound like it was winding down with RPMs gradually slowing. I then made an emergency call to the tower. At that point, the tower cleared me for a return to the field. I began making a left turn to return to the field, but the engine seemed to be producing less and less power to maintain adequate air speed and altitude. I then felt a slight stall buffet without stall horn, and at this juncture, I pushed the yoke further forward to maintain air speed, and I leveled the wings. I recognized at that point, that I would be unable to maintain adequate altitude and air speed to return to the field, and so I performed one last complete instrument scan to see if there was anything that I could remedy in this short period of time as we were only 300 to 400 feet AGL. I noted the bottom left gage in the engine instrument cluster, the oil pressure gauge, was indicating low oil pressure in the yellow arc. There was no oil on the windscreen, and there was never a power surge from the engine. With less and less engine power, and already having felt the stall buffet, I knew I did not have the 1200-1500 Feet AGL necessary for a return glide to the airport. Therefore, I made a decision to keep the wings level and land straight ahead in a large empty parking lot, with lamp posts present. My thought process was, "don't stall the airplane, and fly it to the scene of the crash." With the engine making less and less power, I tried to maintain approximately 80 Knots, maintaining the airplane above its stall speed in a clean configuration. I then established a glide between the lamp posts, and at a point where I saw open parking lot, I let the tail of the plane make contact with the cement, gliding the airplane down between the lamp posts. I did not pull back the engine quadrant, nor did I turn off the fuel pump or any electrical systems as this happened so quickly. Once I was lined up with the empty parking lot, I intentionally left the gear up, as to slow the

airplane down quickly on the concrete or whatever we made contact with, and also in worst case, if we did not make the parking lot and landed in trees, I wanted the gear up. Once the airplane was down and sliding across the parking lot, it began to skid but still maintained some relative control to keep it strait between lamp posts. As the plane was sliding to a stop, something, I am not sure what, made contact with the right wing, and the right wing caught fire. Once stopped, I screamed to my family, "Get out, get out, get out." I then turned around to see my 10-year-old exiting the aircraft through the aft door behind the left wing, followed by my 8-year-old, and my wife, who was carrying our 1-year-old after removing his restraints. I looked between the seats, but decided I would not fit. Therefore, I exited the forward door over the right wing, which was on fire, and my shoe was caught somewhere and thus got left behind. After exiting the aircraft around the nose, I noted fuel pouring out of the left wing onto the ground in large volumes. Once seeing everyone out, I screamed run, and when were several hundred yards from the airplane, we stopped running, and we all did a self check and an infant check, and everyone was unhurt. At that point, several individuals from around the agricultural center from the motocross who had seen us land came to our aid, and a few minutes later, fire trucks and EMS arrived to check everyone out, and everyone was safe and unhurt.

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

Operator/Owner Safety Recommendation

I am not sure at this point.

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.)

Yes, but I do not know what. Something that caused a loss of oil pressure without oil on the windscreen.

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)

66 _____ Gallons

Fuel Type

☐ 80/87☒ 100 Low Lead☐ 100/130☐ 115/145☐ Jet A☐ Jet A-1☐ Jet B☐ JP8☐ Automotive☐ Other, specify _____

Other Services, if Any, Prior to Departure

None

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

Once the aircraft stopped, my 10-year-old began exiting the aircraft through the aft door behind the left wing, followed by my 8-year-old, and my wife, who was carrying our 1-year-old after removing his restraints. I looked between the seats, but decided I would not fit. Therefore, I exited the forward door over the right wing, which was on fire. There was fuel pouring out of the left wing onto the ground in large volumes. When we were several hundred yards from the airplane, we stopped running, and we did a self check, everyone was unhurt.

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: _____

Country: _____

ZIP: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____

Country: _____

ZIP: _____

ADDITIONAL INFORMATION (Please type or print in ink)

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

NOTAMS continued:**Taxiway NOTAMS:**

1. !AVL 12/023 Asheville Regional, Asheville, NC (KAVL) Taxiway A4 closed Dec 6, 2019 2104Z to Jan 30, 2020 1030Z.
2. !AVL 12/018 Asheville Regional, Asheville, NC (KAVL) Taxiway A1 approach area holding position sign for approach end runway 35 not standard Dec 2, 2019 1743Z to Jan 30, 2020 0500Z
3. !AVL 12/017 Asheville Regional, Asheville, NC (KAVL) Taxiway A2 surface markings not marked Dec 2, 2019 1741Z to Jan 30, 2020 0500Z
4. !AVL 12/016 Asheville Regional, Asheville, NC (KAVL) Taxiway A2 edge light unserviceable Dec 2, 2019 1740Z to Jan 30, 2020 0500Z
5. !AVL 12/015 Asheville Regional, Asheville, NC (KAVL) Taxiway A1 holding position markings not standard Dec 2, 2019 1739Z to Jan 30, 2020 0500Z
6. !AVL 12/014 Asheville Regional, Asheville, NC (KAVL) Taxiway A2 closed except aircraft wingspan less than 50 feet and aircraft less than 12500LB Dec 2, 2019 1737Z to Jan 30, 2020 0500Z

Aerodrome NOTAMS

1. !AVL 11/044 Asheville Regional, Asheville, NC (KAVL) Aerodrome airport aerodrome beacon unserviceable Nov 19, 2019 2349Z to Jan 31, 2020 1030Z

Obstruction NOTAMS

1. !AVL 12/030 Asheville Regional, Asheville, NC (KAVL) Obstruction stack (ASN unknown) 352815N0823230W (2.4 nautical miles N AVL) unknown (327FT above ground level) not lighted Dec 11, 2019 2136Z to Dec 11, 2020 2359Z
2. !AVL 12/044 Asheville Regional, Asheville, NC (KAVL) Obstruction tower light (Antenna Structure Registration 1005901) 35° 32' 00.50" North 082° 36' 23.60" West (6.7 nautical miles north-north-west AVL) 2,467.8 feet (231.0FT above ground level) unserviceable Dec 24, 2019 0749Z to Jan 8, 2020 0500Z

FDC NOTAMS

1. !FDC 9/7170 KAVL IAP ASHEVILLE RGNL, Asheville, NC. ILS OR LOC RWY 35, ORIG... RNAV (GPS) RWY 17, ORIG... RNAV (GPS) RWY 35, ORIG... CIRCLING CAT B MDA 3260/HAA 1098, CIRCLING CAT C 3460/HAA 1298, VISIBILITY CAT B 1-1/2. 04 APR 12:56 2019 UNTIL 04 APR 12:56 2021 ESTIMATED. CREATED: 04 APR 13:00 2019

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

Date of this Report

01/08/2020

mm/dd/yyyy

Name of Pilot/Operator: Ryan Kauffman**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.**

ERA20LA062

Reviewed by NTSB Regional Office

ASHBURN, VA

Name of Investigator

T. GUNTHER

Date Report Received

1/10/2020