

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: Readington State: NJ

ZIP: 08889 Country: USA

Latitude: 40-34-57.88 N Longitude: 74-44-12 W

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

Accident/Incident Date/Time

Date: 07/30/2021 Local Time: 10:40 AM
mm/dd/yyyy

Time Zone: EDT

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

AIRCRAFT INFORMATION

Registration Number: N44DB

Manufacturer: Beechcraft (Textron)

Model: K35

Serial Number: D-6074

Year of Manufacture: 1959

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

☒ IFR-Equipped and Certified

☐ Commercial Space Flight

☐ Unmanned Aircraft

Maximum Gross Weight: 2950 lbs

Weight at Time of Accident/Incident: 2450 lbs

Number of Seats: 4 Flight Crew Seats: 1

Cabin Crew Seats: - Passenger Seats: 3

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

Special

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

☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear

(Check all that apply)

- ☒ Retractable
- ☒ Tricycle
- ☐ Tailwheel
- ☐ Amphibian
- ☐ High Skid
- ☐ Emergency Float
- ☐ Skid
- ☐ Float
- ☐ Ski
- ☐ Hull
- ☐ Ski/Wheel
- ☐ Other Launch/Recovery System
- ☐ 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	Continental	D0470N	C1555737-L		260	2014	22	499
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 03/01/2021

mm/dd/yyyy

Airframe Total Time: 4472 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: Portable fire extinguisher in cockpit

Propeller 1

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

Manufacturer: McCawley

Model: 2A36C23EG

Propeller 2

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

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: Narco

Model or Part No.: ELT10

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: David F. SperrCity: Rock HillState: SCZIP: 29730Fractional Ownership Aircraft: ☐ Yes ☒ NoCountry: USA**Operator of Aircraft**☒ Same As Registered Owner☒ Same Address as Registered Owner

Name: _____

City: _____

Doing Business As: _____

State: _____ ZIP: _____

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

Country: _____

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: Solberg - HunterdonAirport Identifier: N51Proximity to Airport: ☐ Off Airport/Airstrip ☒ On Airport/Airstrip ☐ N/ADistance From Airport Center: 0 smDirection From Airport: 040 degrees trueAirport Elevation: 189 ft. msl**Runway Information**Runway ID: 22 (L/R/C) Length: 5,598 ft Width: 50 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: <u>David</u> Middle Initial: <u>F</u> Last Name: <u>Sper</u> City of Residence: <u>Rock Hill</u> State: <u>SC</u> ZIP: <u>29730</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>59</u> Date of Birth: [REDACTED] mm/dd/yyyy Certificate Number: [REDACTED]																																																																																																				
Degree of Injury ☒ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious		Seat Occupied ☒ Left ☒ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single			Restraint Type Available ☐ None ☐ Lap only ☐ 3-point ☒ 4-point ☐ 5-point ☐ Unknown Used ☒ None ☐ Lap only ☐ 3-point ☒ 4-point ☐ 5-point ☐ Unknown			Inflatable Restraints ☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown																																																																																												
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Private ☐ Recreational ☐ Student ☐ Sport ☒ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign					Medical Certificate Validity ☐ Without limitations/waivers ☐ Unknown ☒ With limitations/waivers ☐ N/A ☐ Special Issuance			Date of Last Medical <u>07/01/2020</u> mm/dd/yyyy																																																																																												
Principal Occupation ☐ Pilot ☒ Other ☐ Unknown		Medical Certificate ☐ None ☐ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☒ Class 2 ☐ Unknown			Medical Certificate Limitations <u>must wear corrective lenses</u>			Medical Certificate Special Issuance 																																																																																												
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>01/29/2020</u> mm/dd/yyyy					Flight Review Aircraft Make: <u>Beechcraft</u> Model: <u>K35</u>																																																																																															
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																																																																																														
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<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <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="padding: 5px;">All Aircraft</th> <th rowspan="2" style="padding: 5px;">This Make & Model</th> <th rowspan="2" style="padding: 5px;">Airplane Single Engine</th> <th rowspan="2" style="padding: 5px;">Airplane Multiengine</th> <th rowspan="2" style="padding: 5px;">Night</th> <th colspan="2" style="padding: 5px;">Instrument</th> <th rowspan="2" style="padding: 5px;">Rotorcraft</th> <th rowspan="2" style="padding: 5px;">Glider</th> <th rowspan="2" style="padding: 5px;">Lighter Than Air</th> </tr> <tr> <th style="padding: 5px;">Actual</th> <th style="padding: 5px;">Simulated</th> </tr> </thead> <tbody> <tr> <td style="text-align: left; padding: 5px;">Total Time</td> <td style="padding: 5px;">1429</td> <td style="padding: 5px;">600</td> <td style="padding: 5px;">1387</td> <td style="padding: 5px;">116</td> <td style="padding: 5px;">87.9</td> <td style="padding: 5px;">50.6</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Pilot in Command (PIC)</td> <td style="padding: 5px;">1263</td> <td style="padding: 5px;">600</td> <td style="padding: 5px;">1270</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">116</td> <td style="padding: 5px;">87.9</td> <td style="padding: 5px;">50.6</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Time as Instructor</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">This Make/Model</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 90 Days</td> <td style="padding: 5px;">10.8</td> <td style="padding: 5px;">10.5</td> <td style="padding: 5px;">10.8</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">0</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 30 Days</td> <td style="padding: 5px;">5.9</td> <td style="padding: 5px;">5.6</td> <td style="padding: 5px;">5.9</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">0</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 24 Hours</td> <td style="padding: 5px;">.3</td> <td style="padding: 5px;">0</td> <td style="padding: 5px;">.3</td> <td style="padding: 5px;"></td> <td style="padding: 5px;">0</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></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	1429	600	1387	116	87.9	50.6					Pilot in Command (PIC)	1263	600	1270		116	87.9	50.6				Time as Instructor											This Make/Model											Last 90 Days	10.8	10.5	10.8		0						Last 30 Days	5.9	5.6	5.9		0						Last 24 Hours	.3	0	.3		0					
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"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**

☐ None
☐ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Used

☐ None
☐ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ 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: <table style="width:100%;"> <tr> <th>Available</th> <th>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
Available	Used															
☐ None	☐ None															
☐ Lap Only	☐ Lap Only															
☐ 3-point	☐ 3-point															
☐ 4-point	☐ 4-point															
☐ 5-point	☐ 5-point															
☐ Unknown	☐ 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: <table style="width:100%;"> <tr> <th>Available</th> <th>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
Available	Used															
☐ None	☐ None															
☐ Lap Only	☐ Lap Only															
☐ 3-point	☐ 3-point															
☐ 4-point	☐ 4-point															
☐ 5-point	☐ 5-point															
☐ Unknown	☐ 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>Ann</u> City: <u>Middlesex</u> Middle Initial: <u>L</u> State: <u>NC</u> ZIP: <u>27557</u> Last Name: <u>Henson</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other	☐ Left ☐ Center ☒ Right ☐ Unknown Row: <u>2</u>	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	<table style="width:100%;"> <tr> <th>Available</th> <th>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	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	<u>70</u> ☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
Available	Used																		
☐ None	☐ None																		
☒ Lap Only	☒ Lap Only																		
☐ 3-point	☐ 3-point																		
☐ 4-point	☐ 4-point																		
☐ 5-point	☐ 5-point																		
☐ Unknown	☐ Unknown																		
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	<table style="width:100%;"> <tr> <th>Available</th> <th>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	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
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☐ 3-point	☐ 3-point																		
☐ 4-point	☐ 4-point																		
☐ 5-point	☐ 5-point																		
☐ Unknown	☐ Unknown																		

FLIGHT ITINERARY INFORMATION

Last Departure Point

Airport ID: KJNX
City: Smithfield
State: NC
Country: USA

Time of Departure

Time: 0800
Time Zone: EDT

Destination

Airport ID: NSI
City: Readington
State: NJ
Country: USA

Type Flight Plan Filed

☒ None ☐ VFR/IFR
☐ Company VFR ☐ IFR
☐ Military VFR ☐ Unknown
☐ VFR
Activated? ☐ Yes ☐ No ☐ Unknown

Type of ATC Clearance/Service (Check all that apply)

☐ None ☐ Special VFR ☐ Special IFR ☒ VFR Flight Following ☐ Cruise
☒ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ 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:

_____ ft msl

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information

(Check all that apply)

☐ National Weather Service ☐ Company
☐ Flight Service Station ☐ Military
☐ TV/Radio ☐ Internet
☒ Automated Report ☐ None
☐ Commercial Weather Service (DUATS) ☐ Unknown
☐ On-Board Weather

Weather Observation Facility

Facility ID: NSI
Observation Time: 10:40 am
Time Zone: EDT
Distance from Accident Site: 10 nm
Direction from Accident Site: 230 degrees true

Basic Conditions

☒ VMC
☐ IMC
☐ Unknown

Light Condition

☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown
☒ Day ☐ Night ☐ Bright Night

Sky/Lowest Cloud Condition

☐ Clear ☐ Thin Broken
☐ Few ☐ Thin Overcast
☐ Partial Obscuration ☐ Unknown
☒ Scattered

Ceiling

☐ None (Clear) ☐ Obscured
☒ Broken ☐ Indefinite
☐ Overcast ☐ Unknown

Temperature: _____ (C) or 70 (F)

Dew Point: _____ (C) or _____ (F)

Altimeter Setting: _____ in. Hg
or _____ MB

Lowest Cloud Condition Height

2200 ft agl

Ceiling Height

5000 ft agl

Wind Direction

☐ Variable

-or-
Direction: 300 degrees true

Wind Speed

☐ Calm
☐ Light and Variable

-or-
Speed: 10 kts

Wind Gusts

☒ Not Gusting

-or-
Speed: _____ kts

Visibility 10 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 ☐ Drizzle ☐ Freezing Rain
☐ Rain ☐ Ice Pellets ☐ Snow Shower
☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower
☐ Hail ☐ Snow Grains ☐ Freezing Drizzle
☐ Rain Showers ☐ Ice Crystals

Restriction to Visibility (Check all that apply)

☒ None ☐ Fog
☐ Blowing Dust ☐ Ground Fog
☐ Blowing Sand ☐ Haze
☐ Blowing Snow ☐ Ice Fog
☐ Blowing Spray ☐ Smoke
☐ Dust ☐ Unknown

Icing Forecast

Amount ☒ None ☐ N/A
☐ Trace ☐ Rime
☐ Light ☐ Clear
☐ Moderate ☐ Mixed
☐ Severe ☐ Unknown
☐ Unknown

Icing Actual

Amount ☒ None ☐ N/A
☐ Trace ☐ Rime
☐ Light ☐ Clear
☐ Moderate ☐ Mixed
☐ Severe ☐ Unknown
☐ Unknown

Turbulence

Type (Check all that apply)
☒ None ☐ Light
☐ Clear Air ☐ Moderate
☐ Terrain-Induced ☐ Severe
☐ Convective Turbulence ☐ Extreme

NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:

NONE

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)

Only damage was to aircraft

Prop strike with blade ends curled
nose bowl lower portion hole and bent
nose gear doors scraped and bent
engine sudden stoppage
Nose tunnel lower skin scraped

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

See attached

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.

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

Operator/Owner Safety Recommendation

I believe that the nose gear shear pin broke possibly from fatigue. They are on conditional replacement, but visual inspection is limited without removal. A time replacement interval may be a good practice especially if operating on rough surfaces that may induce additional vibration and fatigue forces.

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.)

Shear pin P/N 45-824014 or alt p/n M\$ 20392-2625

The shear pin on the nose gear actuating rod allows for spring tension to keep the gear down and in the overcentered locked position. It is about 1" in length and kept in place by a cotter pin. See attached drawing.

Total Time/Cycles
On Part unknown

Hours

Cycles

Time Since This Part
Inspected/Overhauled
unknown

Hours

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff

(Convert from pounds, as necessary)

65

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

NONE**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

Right cabin door exit and slid down wing/flap to ground**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: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____



David Sperr [REDACTED]

N44DB description of flight and nose gear incident

3 messages

David Sperr [REDACTED]

Mon, Aug 2, 2021 at 10:39 AM

To: Erin Egan [REDACTED]

Flight was a Friday morning, July 30. I had arrived the evening before from my home base of Rock Hill, Falls Landing (55SC) to Johnston Co Airport at Smithfield, NC (JNX) with no issues. Airplane was topped-off for 4 + hours of fuel and my sister joined me and we departed at 0800 from JNX for BVY northeast of Boston. Fuel stop was to be at N51, Soldberg airport. I had called the day before to make sure they had fuel available and that no problems were at the airfield. I was informed fuel was available and that they were cleaning up from an air balloon festival but that they would be finished with that and the airfield open by 0900.

My flight north was with clear weather and light winds. I weather briefed via aviationweather.gov and IFly software and climbed to 5500' and was on Washington Center for flight following. I lost radio contact with Washington just north of DC and radioed Philadelphia Approach which was expecting me to call. I inquired about their reading my transponder and they stated they had me on radar with no problems and offered a direct route to N51 which would give a short-cut from the original path via Harmor intersection, NW of Philly. I accepted and was cleared into Class B. Scattered clouds were starting to build at my altitude and I requested lower to 5,000', then 4500', then 3500', and finally to 2,000' where it was totally cloud free. Visibility was close to 10 miles. The wind had picked up from the NW around 15 kts. Radar service was terminated 5 miles from N51 and I called on the Unicom frequency giving my position and requesting airport information. No one responded. I sighted the field and called in 2 more times, and then just began giving position reports as normal. I descended to 1000' at pattern altitude and entered a left downwind for runway 22.

There was no traffic in sight or on the radio. I called downwind and base leg slowing down and put down the gear once below 120 mph and could hear the gear come down and sighted the green light on the instrument panel. I put in 20 degrees of flaps and turned to final in clear view of the runway. I slowed to 70 and went to full flaps. I pulled throttle back as I began to flare at 60 and could feel the mains touch down. The nose came down like normal but kept going down with a sudden bang as the prop hit and the plane slid down the runway. I reached down, turning the fuel off and ignition switch off as my sister screamed from the back seat. I calmly told her it was ok and we slid off the runway to the left as I guided the plane via rudder pedals and brakes to clear the runway. We ended up nose down in the grass mostly clear of the runway. I turned the power off and told my sister to evacuate the plane now. I opened the right side door and pushed the copilot seat back forward and helped to guide her on top of the wing. It was a little high for her as she is 70 years of age and I told her to sit down and slide off the flap to the ground. I grabbed the key and my flight bag and did the same. Several people came to the plane either running or via a golf cart in less than a minute. There was no fuel or oil leakage. There was no smoke or fire.

We were not injured and we were asked if we were OK, and we were. Our attention turned to removal of the plane to completely clear the runway and then to get it to the ramp. The plane was stable on the main gear and was chocked. A skid steer was driven by airport maintenance to the plane where we lifted the plane's nose using the forklift on the bent prop blades gently allowing the nose gear doors to be pried open with a pry bar and the nose gear pulled down into place. A lot of dirt had to be scooped away to do this as the nose bowl was pushed in and the nose gear doors pushed into the gear well. The plane was leveled with the forks and one of the line staff drove and got some hose clamps that were used to clamp the prybar to the nose gear down links so they would stay locked into place for towing. I specifically looked at the nose gear forward actuator rod end to see if it had failed since this has been historically a weak spot and often contributes to nose gear failures. I noted that it was all intact and not the cause of failure. There was not spring tension on the gear so I assumed the other end of the actuator rod must be where the problem was at.

The plane was towed to a community hangar and the maintenance service gave me their business card and the plane was secured. I did not further remove the seats and inspection panels to investigate the nose gear but left it as is and went to the office and notified the Allentown FSDO FAA of the incident. I left a message as instructed and was called back by Safety Inspector Harry Sutas [REDACTED] who took my statement, and was assured there were no injuries and the aircraft was clear of the runway and only damage was to the plane. I then contacted the insurance company to inform them of what happened.

The line crew drove up and down the runway to look for FOD and brought me a few aluminum slivers from the nose and stated there was a small chunk in the runway where the prop had hit, but I was informed that the runway was scheduled to be repaved next month and no big deal. Planes were already landing and taking off as normal. The nose gear failure occurred at 10:40 am July 30. The plane still had an hour plus of fuel on board. The airplane key was given to Susan

Solberg-Hunterdon who is the airport owner and she took me and my sister to the local train station to continue my journey to the Boston area.

I called back an hour later to ask the line service (Matt) to retrieve my Bose A20 headset and iPad out of the plane and give them to Susan for safe keeping. They also got my credit card info for hangar expenses.

AS an A&P and IA, my quick assessment of only obvious damage was the following:

- Prop is badly bent and internally hub is broken as blades easily rotated by hand
- Engine will require sudden stoppage inspection, The prop strike was at idle power
- Front nose bowl has severe damage and will need replaced
- Both nose gear doors and hinges are scraped and bent up
- Nose gear tunnel bottom stringers and rivets badly scraped down
- Internal damage to gear well

Pictures taken and sent to Erin Egan along with pilot log, certificates and aircraft log info.

On field aircraft maintenance is Adventures Aviation with Ryan McFadden contact at

Sincerely,

David F. Sperr

Rock Hill, SC 29730

David Sperr

To: Erin Egan

Wed, Aug 4, 2021 at 3:15 PM

[Quoted text hidden]

David Sperr <

To:

Wed, Aug 4, 2021 at 3:19 PM

[Quoted text hidden]

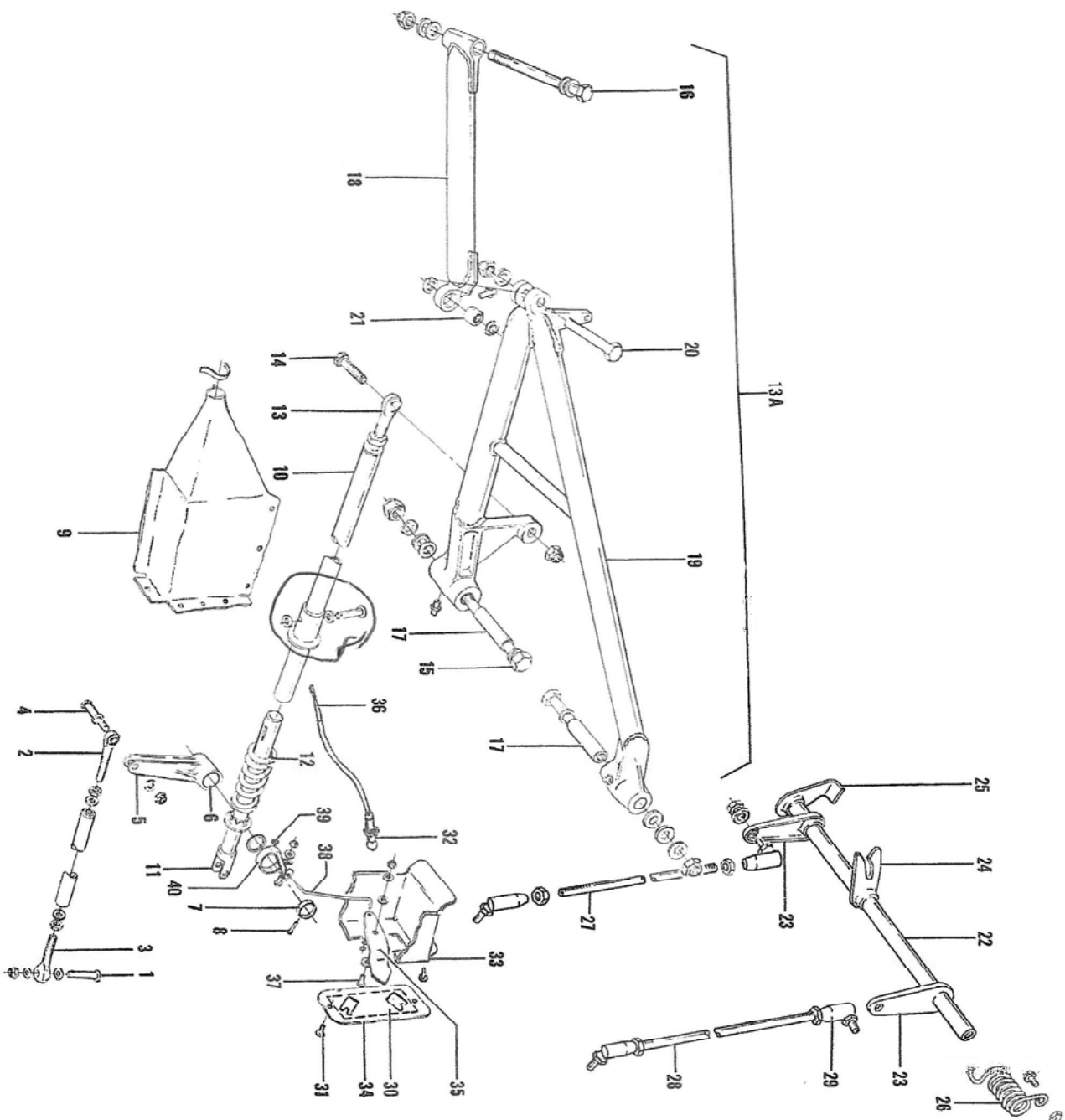


Figure 39. Nose Landing Gear Retract

MODEL 35 PARTS CATALOG

FIG. & INDEX NO.	PART NO.	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
		1 2 3 4 5 6 7		
39 -	35-825071	RETRACT INSTL, NOSE LANDING GEAR	NP	1
	35-825071-5	RETRACT INSTL, NOSE LANDING GEAR	NP	2
	35-825185	• ROD ASSY, NOSE GEAR RETRACT AFT.	1	1
	35-825185-14	• ROD ASSY, NOSE GEAR RETRACT AFT.	1	2
		/ATTACHING PARTS/		
- 1	AN26-28	• BOLT.	1	
	AN960-616	• WASHER.	1	
	AN960-616L	• WASHER.	2	
	AN320-6	• NUT	1	
	MS24665-132	• PIN, COTTER /SUPERSEDES AN380-2-2/	1	
		-----*		
	35-825185-4	• • BRAZE ASSY.	1	1
	35-825185-12	• • BRAZE ASSY.	1	2
- 2	HMX5	• • END, ROD	1	1
	HMX5FG	• • END, ROD	1	2
	HMX5G	• • END, ROD	1	2
		/ALTERNATE FOR HMX5FG/		
- 3	HML6	• • END, ROD	1	1
	HMXL6FG	• • END, ROD	1	2
	AN960-516L	• • WASHER.	1	1
	AN960-616L	• • WASHER.	1	
	AN960-716L	• • WASHER.	1	2
	AN316-5R	• • NUT	1	1
	AN316-6R	• • NUT	1	2
	AN316-6L	• • NUT	1	1
	AN316-7L	• • NUT	1	2
	SS51351	• PLUG, BUTTON	1	
	35-820094	• ARM ASSY, NOSE GEAR RETRACT IDLER.	1	
		/ATTACHING PARTS/		
- 4	AN25-22	• BOLT.	1	
	AN960-516L	• WASHER.	2	
	100951CR016YF	• WASHER.	2	
	AN320-5	• NUT	1	
	MS24665-132	• PIN, COTTER /SUPERSEDES AN380-2-2/	1	
		-----*		
- 5	35-820094-2	• • ARM, NOSE GEAR RETRACT IDLER	1	
- 6	35-820094-4	• • BUSHING, NOSE GEAR RETRACT IDLER	1	
- 7	35-820095	• COLLAR, NOSE GEAR RETRACT IDLER.	1	
- 8	MS20392-1-37	• PIN, FLAT HEAD /SUPERSEDES AN392-37/	1	
	MS24665-130	• PIN, COTTER /SUPERSEDES AN380-2-1/	1	
- 9	35-825076-1	• BOOT, NOSE GEAR RETRACT ROD.	1	
	35-825087-16	• ROD ASSY, FWD NOSE GEAR RETRACT LINK	1	
- 10	35-825087-14	• • BRAZE ASSY.	1	
- 11	35-825094-4	• • PLUNGER ASSY.	1	
- 12	35-825188	• • SPRING, NOSE GEAR RETRACT COMPRESSION.	1	
	45-824014	• • PIN, SHEAR NOSE RETRACT ROD.	1	
	AN960-DIOL	• • WASHER.	1	
	MS24665-132	• PIN, COTTER /SUPERSEDES AN380-2-2/	1	
- 13	HMX-5FG	• • END, ROD	1	
	AN316-6R	• • NUT	1	
	AN960-616L	• • WASHER.	1	
	35-825107	• BRACE ASSY, NOSE GEAR RETRACT.	1	1
		/SUPERSEDES 35-825072/		
	95-824018	• BRACE ASSY, NOSE GEAR RETRACT.	1	2
		/ATTACHING PARTS/		
- 14	35-825108	• BOLT, NOSE GEAR LINK ROD	1	
- 15	AN6-30A	• BOLT.	1	
- 16	35-825084	• BOLT, LOWER DRAG LEG NOSE GEAR	1	3
	AN175-34	• BOLT.	1	4
	AN6-36	• BOLT.	1	2
- 17	35-825123	• BUSHING, NOSE GEAR DRAG LEG ATTACH	2	
	AN960-516	• WASHER.	4	1
	AN960-616	• WASHER.	4	2
	AN960-616	• WASHER.	8	
	AN960-616L	• WASHER.	2	

ADDITIONAL INFORMATION (Please type or print in ink)

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

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

Date of this Report

08/09/2021
mm/dd/yyyyName of Pilot/Operator: David E. SperrSignature: 

-- 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.

ERA21LA312

Reviewed by NTSB Regional Office

ERA

Name of Investigator

Brazy

Date Report Received

8/9/21