

August 21, 2017

DuPage FSDO
[REDACTED]

Desplains, Illinois 60018

Attention: Mr. Victor Liberatore – Principal Maintenance Inspector

Regards: N2486D Cessna 170 Accident (KRPJ)

Mr. Liberatore, below is a summary and my statement of the Accident at Rochelle Municipal Airport that occurred on August 21, 2017.

Departure airport: 0C0 (Harvard Dacy) Approximately 1055 - 8.21.2017

Destination airport: KRPJ (Rochelle, Illinois) Approximately 1120 - 8.21.2017

Fuel explanation:

- Full Fuel KBUU (Burlington, WI) Approximately 3 weeks before accident flight
- Flight back to home base 0C0 (Harvard Dacy) Approximately .5 hours
- Next flight was accident flight to KRPJ (Rochelle, Illinois) Approximately .4 hours
- Total fuel used at time of landing @ KRPJ (Rochelle, Illinois) .9 hours from full fuel
- Fuel was leaking for approximately 25 minutes after accident (Chadd Hartwig, PIC, turned fuel selector from both to off to create safe environment for safety personal)

Weather and planning:

- I pad Fore Flight review of area weather (reviewed metars, TAF and radar)
- ASOS-3 first report approximately 10 minutes after departure wind was 130 at lighter speed (cannot remember actual but 4 to 6 knots what is locked in my mind)
- ASOS-3 second report approximately 3 minutes before landing wind was 100 at lighter speed (cannot remember for sure but 6 knots is locked in my mind)
- It appeared the wind switched from a very light southeasterly to a substantial southwesterly as PIC attempted to land

Landing and accident details:

- Landing runway 07
- Upon landing at touchdown PIC experienced light wind shear followed by what appeared to be significant tail wind
- After recognizing this weather shift PIC experienced aircraft shift to the right which forced an attempt to correct left

- After left correction was in place the PIC attempted to execute a go around but the plane was shifted too far left at this time to safely execute the go around
- Aircraft left runway 07 and impacted the grass immediately left of the asphalt
- As the plane shifted to the left the right landing gear was sheared off and the right wing sustained substantial damage
- After the aircraft came to rest PIC notice the fuel was leaking from the upper vent on fuselage. PIC shut down all master, mags and electrical equipment in the aircraft
- After shut down, PIC exited the aircraft through the right side door
- Aircraft was secured and after a brief timeframe to ensure safety the fuel selector was turned from both tanks to off
- Battery was removed from airplane for safety reasons by Eric at Rochelle Avionics who is an IA for that business
- After brief discussion between FAA (unknown person) and Mike Hudetz (RPJ Airport Manager) it was decided the aircraft could be moved approximately 20', this move was required to make runway 07-25 usable
- At no time did the PIC experience any mechanical abnormalities or failures

The above breakdown is PIC Chadd Hartwig's best recollection of events that occurred before, during and after the accident flight on 8.21.2017 @ approximately 1120 CDT.

- [REDACTED] (IA): [REDACTED]
- [REDACTED] (Airport Manager): [REDACTED]
- Chadd Hartwig (Pilot in Command): [REDACTED] (cell phone)
 - Certificate number [REDACTED]
 - Medical (third class): [REDACTED]
 - BFR: [REDACTED]

Please call with any questions regarding this accident.

Sincerely,

Chadd W. Hartwig