

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: Sugarloaf State: ME
 ZIP: 04947 Country: USA
 Latitude: 45 08 33 N Longitude: 70 20 22 W
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 09/06/2018 Local Time: 10:50 AM
mm/dd/yyyy
 Time Zone: EASTERN

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

AIRCRAFT INFORMATION

Registration Number: N2137G

Manufacturer: MORSTAD ANDREW TED

Model: AVID MAGNUM

Serial Number: 0095

Year of Manufacture: 2000

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

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

Maximum Gross Weight: 1800 lbs

Weight at Time of Accident/Incident: 1645 lbs

Number of Seats: 2 Flight Crew Seats: 0

Cabin Crew Seats: 0 Passenger Seats: 1

Number of Engines: 1

Category of Aircraft

- ☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift
☐ Rocket
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate

(Check all that apply)

Standard

- ☐ Normal
☐ Aerobatic
☐ Balloon
☐ Commuter
☐ Transport
☐ Utility

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

- ☒ Amphibian
☐ Emergency Float
☐ Float
☐ Hull

- ☐ Other Launch/Recovery System

- ☐ None

- ☐ Tailwheel

- ☐ High Skid
☐ Skid
☐ Ski
☐ Ski/Wheel

- ☐ 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/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	Lycoming	0320 - E2D	L-21887-27A	maj.2/19/99	150		24	203
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 05/12/2018
mm/dd/yyyy

Airframe Total Time: 178.5 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: Overhead fire extinguisher

Propeller 1

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: Sensenich

Model: 74DM56

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: King

Model or Part No.: KT76A

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: survival vests with satellite SOS Beacons

OWNER/OPERATOR INFORMATION			
Registered Aircraft Owner Name: <u>Frank A Gibney</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		City: <u>Colchester</u> State: <u>Vermont</u> ZIP: <u>05446</u> Country: <u>USA</u>	
Operator of Aircraft ☒ Same As Registered Owner Name: _____ Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		☒ Same Address as Registered Owner City: _____ State: _____ ZIP: _____ Country: _____	
Operating Certificates Held <i>(Check all that apply)</i> ☐ None ☐ Flag Carrier Operating Certificate (FAR 121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (FAR 129) ☐ Rotorcraft External Load (FAR 133) ☐ Commuter Air Carrier (FAR 135) ☐ On-Demand Air Taxi (FAR 135) ☐ Commercial Air Tour (FAR 136) ☐ Agricultural Aircraft (FAR 137) ☐ Pilot School (FAR 141) ☐ Certificate of Authorization or Waiver (COA) ☐ Commercial Space Transportation Experimental Permit ☐ Commercial Space Transportation License ☐ Other Operator of Large Aircraft	Regulation Flight Conducted Under ☒ FAR 91 ☐ FAR 129 ☐ FAR 415 ☐ FAR 103 ☐ FAR 133 ☐ FAR 431 ☐ FAR 121 ☐ FAR 135 ☐ FAR 435 ☐ FAR 125 ☐ FAR 137 ☐ FAR 437 ☐ FAR 91 Special Flight ☐ Non-US, Commercial ☐ Non-US, Non-commercial ☐ Public Aircraft <i>(Select one)</i> ☐ Armed Forces ☐ Federal ☐ State ☐ Local ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 <i>(Select one for each group)</i> ☐ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi ☐ Domestic ☐ International ☐ Passenger ☐ Cargo ☐ Mail Contract Only	
Revenue Sightseeing Flight ☐ Yes ☒ No		Purpose of Flight for FAR 91, 103, 133, 137 <i>(Select one)</i> ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race/Show ☐ Banner Tow ☐ Business ☐ Executive/Corporate ☐ External Load ☐ Ferry ☐ Firefighting ☐ Flight Test ☐ Glider Tow ☐ Instructional ☐ Other Work Use ☒ Personal ☐ Positioning ☐ Skydiving ☐ Unknown	
Air Medical Flight ☐ Yes ☒ No			

AIRPORT INFORMATION <i>(Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)</i>	
Airport Name: _____ Airport Identifier: _____ Proximity to Airport: ☐ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A	Distance From Airport Center: _____ sm Direction From Airport: _____ degrees true Airport Elevation: _____ ft. msl
Runway Information Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft	Condition of Runway/Landing Surface <i>(Check all that apply)</i> ☐ Dry ☐ Holes ☐ Ice Covered ☐ Rough ☐ Rubber Deposits ☐ Slush-Covered ☐ Snow-Compacted ☐ Snow-Crusted ☐ Snow-Dry ☐ Snow-Wet ☐ Soft ☐ Vegetation ☐ Water-Calm ☐ Water-Choppy ☐ Water-Glassy ☐ Wet ☐ Unknown
Runway/Landing Surface <i>(Check all that apply)</i> ☐ Asphalt ☐ Concrete ☐ Dirt ☐ Grass/Turf ☐ Gravel ☐ Ice ☐ Macadam ☐ Metal/Wood ☐ Snow ☐ Water ☐ Unknown	
Approach/Departure Segment <i>(Select one)</i> ☐ Taxi ☐ Takeoff ☐ Initial Climb ☐ VFR Departure ☐ IFR Departure Procedure/Clearance ☐ On Instrument Approach ☐ Landing ☐ Downwind ☐ Base ☐ Final ☐ Crosswind ☐ Low Approach ☐ Go Around ☐ Aborted Landing (after touchdown) ☐ Unknown	
IFR Approach <i>(Check all that apply)</i> ☐ None ☐ ADF/NDB ☐ SDF ☐ VOR/TVOR ☐ VOR/DME ☐ TACAN ☐ PAR ☐ Sidestep ☐ ILS ☐ Localizer Only ☐ LOC-back course ☐ RNAV ☐ MLS ☐ LDA ☐ ASR ☐ Visual ☐ Contact ☐ Circling ☐ Practice ☐ GPS ☐ Unknown	VFR Approach <i>(Check all that apply)</i> ☐ None ☐ Traffic Pattern ☐ Straight-In ☐ Valley/Terrain Following ☐ Go Around ☐ Full Stop ☐ Stop and Go ☐ Touch and Go ☐ Simulated Forced Landing ☐ Forced Landing ☐ 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>Frank</u> Middle Initial: <u>A</u> Last Name: <u>Gibney</u> City of Residence: <u>Colchester</u> State: <u>Vermont</u> ZIP: <u>05446</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>66</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 ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ 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>08/30/2018</u> mm/dd/yyyy																																																																																												
Medical Certificate Limitations There are no limitations, however this Form does not include the BasicMed as an authorized Medical Certificate. I marked Class 3 as my most recent Medical certificate which was replaced by my BasicMed on 08/30/2018.																																																																																																				
Medical Certificate Special Issuance																																																																																																				
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>07/09/2018</u> mm/dd/yyyy			Flight Review Aircraft Make: <u>Fleet Ronald L</u> Model: <u>RV-6</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																																																																																														
Type Ratings						Student Endorsements (Include dates)																																																																																														
<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2">Flight Time (Enter appropriate number of hours in each box)</th> <th rowspan="2">All Aircraft</th> <th rowspan="2">This Make & Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multiengine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>4,581</td> <td>175</td> <td>2,290</td> <td>1,250</td> <td>240</td> <td>1,350</td> <td>55</td> <td>680</td> <td></td> <td></td> </tr> <tr> <td>Pilot in Command (PIC)</td> <td>4,381</td> <td>175</td> <td>2,290</td> <td>1,250</td> <td>205</td> <td>1,150</td> <td>55</td> <td>480</td> <td></td> <td></td> </tr> <tr> <td>Time as Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>This Make/Model</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>23</td> <td>14</td> <td>9</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>6</td> <td>6</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> </tr> </tbody> </table>											Flight Time (Enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	4,581	175	2,290	1,250	240	1,350	55	680			Pilot in Command (PIC)	4,381	175	2,290	1,250	205	1,150	55	480			Time as Instructor											This Make/Model					0	0	0				Last 90 Days	23	14	9		0	0	0	0			Last 30 Days	6	6	0		0	0	0	0			Last 24 Hours	0	0	0		0	0	0	0		
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Last 24 Hours	0	0	0		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

☐ 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 First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____					Seat Occupied ☐ Left ☐ Center ☐ Right ☐ Front ☐ Rear ☐ Single ☐ Unknown		Injury ☐ 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 ☐ 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		
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No				Total Flight Time at the Time of this Accident/Incident: _____ hrs					
Crew Name and Address First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____					Seat Occupied ☐ Left ☐ Center ☐ Right ☐ Front ☐ Rear ☐ Single ☐ Unknown		Injury ☐ 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 ☐ 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		
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>Diane</u> City : <u>Colchester</u> Middle Initial: <u>E</u> State: <u>VT</u> ZIP: <u>05446</u> Last Name: <u>Muhr</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other	☐ Left ☐ Center ☒ Right ☐ Unknown Row: _____	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☒ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown				
First Name: _____ City : _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown				
First Name: _____ City : _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown				
First Name: _____ City : _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ 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>M57</u> City: <u>Rangeley</u> State: <u>Maine</u> Country: <u>USA</u>			Time of Departure Time: <u>10:25 AM</u> Time Zone: <u>Eastern</u>		Destination Airport ID: <u>3B1</u> City: <u>Greenville</u> State: <u>ME</u> Country: <u>USA</u>			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 ☐ FAR 93 ☒ Class E ☐ Restricted Area								Altitude of In-Flight Occurrence: <u>4000 est.</u> 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: _____ Observation Time: _____ Time Zone: _____ Distance from Accident Site: _____ nm Direction from Accident Site: _____ 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 _____ (F) Dew Point: _____ (C) or _____ (F) Altimeter Setting: _____ in. Hg or _____ MB			
Lowest Cloud Condition Height <u>4500 est. till surprised</u> ft agl			Ceiling Height _____ ft agl						
Wind Direction ☒ Variable -or- Direction: <u>dif at 45</u> degrees true		Wind Speed ☐ Calm ☐ Light and Variable -or- Speed: <u>Sig. at alt. 7</u> kts		Wind Gusts ☐ Not Gusting -or- Speed: <u>Signif at alt.</u> kts		Visibility <u>7+</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 ☐ 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 ☐ 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: Reviewed above with temps. winds, and ceilings on ForeFlight 30 min prior to takeoff.									

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)*

Pictures forwarded to NTSB best sum up the terrain, vegetation, and aircraft damage. Significant wind damage, new and old, surrounding the accident site made it very difficult to navigate the undergrowth after the accident. Essentially the forward flight speed was reduced as much as possible minimizing impact and damage, allowing Pilot and Passenger to hike away uninjured.

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 Thursday September 6th at the Rangeley, ME (M57) Seaplane Base, morning rainy skies gave way to clearing. After getting WiFi, checking ForeFlight for VFR flight categories; surface and winds aloft; visibilities; ceilings and sky coverages; seeing improving trends; with less than 7 Kt. winds out of the West, I planned a 1500' AGL route over Flagstaff Lake to Greenville (3B1). Packed and ready to go, Diane and I met another local seaplane pilot with his Taylor Craft refueling at the dock. To cover each other, we decided to fly together in formation, with me following, instead of my following my own plan. After fueling, discussing the formation, frequencies, finishing pre-flights, and discussing weather, we took off a mile apart, then rejoined. He changed me over to 123.45 from 122.8 and we checked in. I had to throttle back from 105 mph to 85mph to not outfly the Taylor craft. Even though I'd had plenty of experience flying formation in the Air Force I didn't want make Lead nervous so we stayed at 50 feet, 45deg. back off his left side, level. I saw we were visibly approaching the ridge with apparently no significant turbulence or issues. With no notice, or warning, we were suddenly in IMC conditions and Lead disappeared. I was VFR until the instant the conditions changed. I immediately jogged left 10 degrees, so as not to run into him, as I transitioned to instruments. As I transitioned to instruments, the aircraft was caught in a downdraft. A second later the windscreen filled with trees, that I recollect were less than a hundred feet away. I instantly pulled the nose up to dissipate energy. We hit the trees and stopped immediately.

We looked at each other, took immediate steps to get out, stepped down four feet to the ground, and got away from the AC to collect our thoughts. I then took a risk to go back in the AC and put on the headset. Even though the mike switch was pulled out, with the Master on it sounded like I was transmitting. I called out twice on 123.45. No response. I changed quickly to the old freq. 122.8 with a "Mayday Mayday". No response. I shut the Master off to mitigate the possibility of sparks. I jumped away from the AC again. We both had survival vests on, with two Satellite transmitters. I entered the aircraft another time to grab our two duffels with all our camping gear, food, clothes, and necessary other stuff, including water. I located my glasses, and phone in the cockpit as well. The glasses came off in the crash.

It was very difficult to get safely away from the AC. There were downed trees from wind everywhere. There wasn't much debris scattered and everything seemed to be in a twenty-foot radius. Away from the aircraft now, I had previously downloaded Google maps for the State of Maine on my phone in case we found ourselves lost, on the ground, without Cell coverage. I had our exact location and also saw that we were a hundred yards or so away from the Appalachian Trail. I sent Diane to find the Trail as I wrestled the gear in that direction. My phone also pinpointed our GPS coordinates. At the Trail we had cell coverage. I called 911. Without a scratch, or being injured, we strapped our duffels onto our day-packs and headed down the trail 4.5 miles out to the road. Through hikers and Rescue folks met us and helped carry part of our loads. I received calls from the Maine State Wardens Office, FAA, NTSB, and a local Volunteer / Commercial Pilot flying overhead, who had honed in on the ELT beacon and was attempting to find out if we were OK. This all occurred as we were carrying loads out the trail.

Thanks continue to go out to so many who made sure we were safe.

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

Operator/Owner Safety Recommendation

1. First, had I followed my own, lower altitude planned route of flight from Seaplane Base M57, across Flagstaff Lake, to the land airport 3B1 (Greenville, Maine) that morning, I would have avoided unexpected and unpredicted winds and IMC coming over the ridge at 3,000'. My previously planned route would also have afforded me multiple water landing opportunities if we needed them for any reason.
2. The decision to fly in formation can provide pilots and passengers in two or more aircraft unparalleled oversight and safety should one aircraft go down. Particularly in remote Maine, the absence of cell phone coverage, limited roads / trails and dense vegetation can make being found very time consuming if not impossible if the aircraft has to make an off-field / off-water landing. This possibility is what encourages many flying to the same destinations to fly together in formation. This was why I joined another, as wingman, instead of going on my own. In retrospect, I should have stacked high and in trail of Lead, as we crossed the mountain ridge, or better, follow the route I planned.
3. I talked to two of the Professional Pilots who came looking for us, the first one responding to and honing in on the beacon, both were very surprised at not only how strong and "squirrely" the winds were, but that the winds were more out of the North/ NE. The lower elevation winds were out of the West. Not only was the wind a surprise, but obscuring phenomenon along with it, came over the ridge without warning.

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.)

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)

18 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

Internet access was provided by the Seaplane Base in order for me to access ForeFlight and the information available there.

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

Both Passenger and Pilot exited the right door.

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: _____

ADDITIONAL INFORMATION (Please type or print in ink)

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

As the Pilot of N2137G, I'm interested in learning everything I can about how to better understand and avoid unforecasted, unexpected IMC conditions, and significant winds that were significant contributors to the Crash. Since the Accident I have interviewed two Pilots who were flying just over our crash site, shortly after the crash. The first is a Commercial Pilot who took it on his own to spend significant time overflying the crash site in response to the ELT beacon he heard. He reported the crash to the State. The second is a Chief Pilot for Maine State Forest Service, [REDACTED] who was a Crew-member in the Huey Officially overflying the crash site. His account below, shed significant light on the unexpected conditions that surprised both of us that morning. I appreciate John's account to me by email below. His description of the affect on their Huey was of particular significance to me since I had earlier in my flying career, as an Officer in the Army Guard, successfully completed "The High-Altitude Army Natl. Guard Aviation Training at HAATS in Colorado, as Pilot in Command of a Huey myself. Chief Pilot John's quoted account to me is below.

"Crowley, John
Thu, Sep 13, 12:10 PM (1 day ago)

Frank,

When we got the call that a helicopter was needed to bring a crew of rescuers and investigators to a crash site on Bigelow, we loaded up a Huey with our short haul gear and manned with two crew chiefs. We landed at Sugarloaf Regional to pick up the two investigators and three rescuers and experienced a 8 or so knot wind out of the W/NW. The crash site was at around 3,000 feet and the temperature was 20 C at that altitude. We could see from above that the wind on Flagstaff Lake was still out of the North West, but at the Bigelow ridgeline it seemed to me that the wind was more out of the North or maybe even a little North East. The wind was also much closer to 20 knots and very gusty. The Warden Service Cessna 185 was 500 feet over head and their Chief Pilot said that there was a great deal of turbulence and that he was getting bounced around a great deal.

I was working as a crew chief on that flight, so the PIC did a hover power check at 3,000 feet and felt that he had sufficient power to attempt to land the crew at a flat spot at the east end of Horn Pond. As we approached the pond we dipped below the ridgeline and wind define changed direction. The wind coming over the top was diving down and made the "burble" on that back side rough getting through. We also had the wind coming through a small saddle that was hitting a bowl on the east side of the pond which made the wind come at us from the right side and possible gave us a tail wind. The pilot mentioned that he was using more right pedal than he was comfortable with, but was below the ridgeline so he continued the approach to get into ground effect over the pond. The wind was buffeting enough so that even with sufficient power, we were having trouble maintaining directional control with the new tailwind. We decided to abort the landing due to the winds and slowly climbed through the saddle to the north side of the ridgeline. We dropped off the rescuers back at Sugarloaf, since we had been told by then that you had made it down the mountain to a point where you met up with a crew that was heading up to meet you. We then flew back to the site so that the investigators could get a few photos of the crash from the air.

Afterwards, the PIC and I spent quite a bit of time debriefing the landing and climbed into the charts to see the power margins available at that altitude and temperature. We confirmed that we had the power available for the landing, but that the high, gusty winds were more than the Huey could handle while getting buffeted by the winds coming over the ridgeline.

I hope this helps. And again, nice job dropping your plane the way that you did to avoid injuries.

John Crowley"

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

Date of this Report 09/14/2018 <i>mm/dd/yyyy</i>	Name of Pilot/Operator: <u>Frank A. Gibney</u> 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. GAA18CA538	Reviewed by NTSB Regional Office GAA	Name of Investigator Eric Swenson	Date Report Received 09/14/2018
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