

May 20, 2019

My name is Bernard Baum. I'm the owner of an aircraft that was involved in a landing accident at Bozeman Yellowstone International Airport (KBZN) on May 13, 2019 at approximately 11:45am. The aircraft is a Siai Marchetti 1019, N number: N772DW, serial number: 007. This is my best recollection of the events that transpired that morning.

I was receiving flight training on the aircraft from a certified flight instructor (Ryan Flaming) who was approved by my insurance company. We were conducting our training out of the Twin Bridges Airport (7S1) near the town of Twin Bridges, Montana.

Ryan Flaming and I had just completed a weekend of training, putting nearly 10 hours on the aircraft. To that date I had approximately 35 total hours in the plane. As planned before my trip to Montana, we were going to fly from Twin Bridges to Bozeman so I could then depart back to Cincinnati, Ohio via a commercial flight.

Ryan and I discussed our flight plan in more detail the morning of the accident. We planned on departing at approximately 10:45am. The flight plan called for 2 'wheel landings' in the pattern at Twin Bridges followed by a direct flight to Bozeman.

To prepare for the flight I performed a 20-30 minute preflight of the airplane. No anomalies were noted and fuel and oil capacities were adequate for the proposed flight. Ryan and I knew of one mechanical issue with the plane, a shimmy in the tailwheel. Ryan is a certified aircraft mechanic and had been keeping an eye on the tailwheel since the beginning of our training when the shimmy had revealed itself. At the start of our latest weekend training session, 3 days prior, Ryan serviced the tailwheel as he had done in the past. This seemed to limit the shimmy during landings on asphalt.

After successfully executing the practice landings at Twin Bridges we began our trip to Bozeman airport. While in route, Ryan and I had a conversation about mountain flying techniques as we crossed over several ridge lines. As we got closer to our destination I decided to pull up the weather observation at Bozeman on my in dash Garmin G3X. The last weather observation called for calm winds and clear skies. Ryan tuned in the Bozeman ATIS and we listened to the current briefing before contacting Bozeman tower. The ATIS reported the same weather conditions as the Garmin narrative. Fifteen miles West of Bozeman, I contacted the tower and told them of my intentions. Bozeman tower responded with instructions to report seven miles West of the airport. At

seven miles I reported, and was given an instruction to report three miles West of the airport. I reported three miles West and the tower gave us a slight course change to the left. As instructed, I changed course. A few minutes later the tower instructed us to enter a right base for runway 12 and cleared us for landing. I acknowledged and prepared for landing.

At that point Ryan and I briefed on the type of landing I was going to perform. I told Ryan that I would like to execute another 'wheel landing.' I picked this procedure because I wanted to gain more confidence in this type of landing on asphalt. Ryan concurred and we started on our base leg. I verbalized my pre-landing checklist. (I verbalized all my actions and thoughts to Ryan for two reasons. One, I didn't want to catch him off guard, and two, he could not visually see my actions from his vantage point behind me.) I selected 15 degrees for my flap setting because I've had previous success with this configuration. We then turned a long controlled final. Everything felt good on the approach. It was steady, no bumps, and wind was not affecting drift from the centerline. I could see the VASI lights and they indicated a good descent profile. As the final progressed, approximately 1 mile from touchdown, I noticed a sink rate and the VASI also indicated a descent below glide path. I added a slight amount of power and we quickly arrested the sink rate. Airspeed was holding steady at 65 knots, right where I wanted it. After adding power to correct the sink, I returned the throttle setting to its previous position. I realized on short final that we were going to land long, but was not concerned due to the length of the runway. I verbalized this to Ryan and he was not concerned. About one quarter of a mile from touchdown I noticed a slight right crosswind which produced a left nose yaw. I noted the wind to Ryan and made appropriate nose correction to keep the nose on the centerline. We approached the flare with some engine power as this was going to be a 'wheel landing.' Flare was smooth and directional control was positive. The main wheels touched down, I applied forward pressure to the control to place the weight of the aircraft on its main wheels and to prevent them from coming off the runway. While rolling on the mains and maintaining directional control, I reduced throttle to ground idle. The tail started to settle down and once the tailwheel touched I applied full back control pressure while still trying to maintain directional control. The tailwheel began to shimmy, but we knew about this issue and had dealt with it before in previous landings. Also, this shimmy was not nearly as bad as some that we had felt prior. Speed began to taper off while I maintained directional control with the rudder pedals. Towards the end of the landing roll the nose began to go right. I applied left rudder which was too aggressive and we then overcorrected to the left. I then put in right rudder pressure and that's when the plane dramatically veered to the right. The left wing contacted the runway and then the nose pitched forward into the asphalt. I watched the

propeller and nose grind to a halt. As soon as we came to stop I noticed white smoke coming from the right engine exhaust pipe and could still hear the noise of the engine. Fearing a fire, I quickly got out of my 4 point harness and exited the plane through the pilot's door. After getting out of the plane, I noticed that Ryan was still in the plane and was suspended from his harness alone. I told him to exit rapidly. He put his foot on the back of my seat, released his harness and also climbed out of the front pilot's door. We walked to the front of the plane in disbelief. The smoke and engine noise had stopped and I went up to the plane and disconnected the battery via the front engine cowling door. I realized I had forgotten to turn the fuel selector off in my haste to get out of the plane. I went back to the front pilot door and contemplated climbing back into the cockpit to secure the valve. I decided not to climb back in fearing that the aircraft might suddenly fall back on its tail with the shift in weight.

Ryan and I tried to collect our thoughts on the runway. We talked about what we thought had happened. Neither of us could come up with a definitive cause. While standing on the runway I did notice an approximate 5 knot tailwind coming down runway 12. I am by no means saying that this tailwind was the cause, but I am noting it as a possible contributing factor.

Police and fire responded and all appropriate information was exchanged. Both Ryan and I were offered an ambulance ride to the hospital for a more detailed examination. Ryan and I declined and signed release paperwork, citing no injuries.

Ryan and I stayed on scene until the aircraft was righted from its nose. The aircraft was towed to Arlin's Aircraft Service located on the field. I then talked with the control tower and the NTSB via phone. An FAA representative talked to me in person and then questioned Ryan. After our interviews, the FAA representative said that he had talked with the NTSB and that both agencies were going to close their investigation of the crash, citing the cause as pilot error. The FAA representative released the plane to me. I made arrangements with Arlin Wass of Arlin's Aircraft Service to secure the plane in a hangar. I then rented a car and drove home to Cincinnati, Ohio.