

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: Pokai Bay, (Oahu) State: HI
 ZIP: 96786 Country: US
 Latitude: _____ Longitude: _____
 (Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 01/25/2015 Local Time: 1811
 mm/dd/yyyy Time Zone: Pacific

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

AIRCRAFT INFORMATION

Registration Number: N422BP

Manufacturer: CESNA

Model: 172N

Serial Number: _____

Year of Manufacture: 1977

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

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

Maximum Gross Weight: 2300 lbs

Weight at Time of Accident/Incident: 2248 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

☐ 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/Series	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	LYCOMING	320 SERIES						
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: _____

mm/dd/yyyy

Airframe Total Time: _____ 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: _____

Propeller 1

- ☒ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: _____

Model or Part No.: _____

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: Reggie PerryCity: BARBERS POINTState: HI

ZIP: _____

Fractional Ownership Aircraft: ☐ Yes ☐ NoCountry: US**Operator of Aircraft**☒ Same As Registered Owner☒ Same Address as Registered OwnerName: Regie Perry

City: _____

Doing Business As: BARBERS POINT FLIGHT SCHOOL

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: KALELOADistance From Airport Center: 14 smAirport Identifier: PHJRDirection From Airport: 111 degrees trueProximity to Airport: ☐ Off Airport/Airstrip ☐ On Airport/Airstrip ☒ N/AAirport Elevation: 30 ft. msl**Runway Information**

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ 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: JOSE

City of Residence: WAHIAWA

Middle Initial: L

State: HI ZIP: 96786

Last Name: MANZANO

Country: US

Age at time of Accident/Incident: 37 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 <u>05/05/2013</u> mm/dd/yyyy

Medical Certificate Limitations

NONE

Medical Certificate Special Issuance

NONE

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

12/15/2015

mm/dd/yyyy

Flight Review Aircraft

Make: CESSNA

Model: 172N

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)

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	75	72	75		5		3			
Pilot in Command (PIC)	32	30	30							
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

"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 <table style="width: 100%;"> <tr> <th style="text-align: left;">Available</th> <th style="text-align: left;">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																
Pilot Certificate(s) <i>(Check all that apply)</i> <table style="width: 100%;"> <tr> <td>☐ None</td> <td>☐ Flight Instructor</td> <td>☐ Commercial</td> <td>☐ US Military</td> </tr> <tr> <td>☐ Private</td> <td>☐ Recreational</td> <td>☐ Airline Transport</td> <td>☐ Foreign</td> </tr> <tr> <td>☐ Student</td> <td>☐ Sport</td> <td>☐ Flight Engineer</td> <td></td> </tr> </table>		☐ None	☐ Flight Instructor	☐ Commercial	☐ US Military	☐ Private	☐ Recreational	☐ Airline Transport	☐ Foreign	☐ Student	☐ Sport	☐ Flight Engineer		Medical Certificate Validity ☐ Without limitations/waivers ☐ Unknown ☐ With limitations/waivers ☐ N/A ☐ Special Issuance			
☐ 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	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) <i>(Check all that apply)</i> ☐ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea	Other Aircraft Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airship ☐ Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift	Instrument Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airplane ☐ Helicopter ☐ Powered Lift	Instructor Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport
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Type Ratings

Student Endorsements *(Include dates)*

Flight Time <i>(Enter appropriate number of hours in each box)</i>	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: _____	☐ Left	☐ Front
Middle Initial: _____	State: _____ ZIP: _____	☐ Center	☐ Rear
Last Name: _____	Country: _____	☐ Right	☐ Single
		☐ Unknown	☐ None
			☐ Minor
			☐ Serious
			☐ Fatal
			☐ Unknown
Pilot Certificate(s) (Check all that apply)		Restraint Type:	Inflatable Restraints
☐ None	☐ Flight Instructor	Available	Used
☐ Private	☐ Recreational	☐ None	☐ None
☐ Student	☐ Sport	☐ Lap Only	☐ Lap Only
	☐ Commercial	☐ 3-point	☐ 3-point
	☐ Airline Transport	☐ 4-point	☐ 4-point
	☐ Flight Engineer	☐ 5-point	☐ 5-point
	☐ US Military	☐ Unknown	☐ Unknown
	☐ Foreign		
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: _____	☐ Left	☐ Front
Middle Initial: _____	State: _____ ZIP: _____	☐ Center	☐ Rear
Last Name: _____	Country: _____	☐ Right	☐ Single
		☐ Unknown	☐ None
			☐ Minor
			☐ Serious
			☐ Fatal
			☐ Unknown
Pilot Certificate(s) (Check all that apply)		Restraint Type:	Inflatable Restraints
☐ None	☐ Flight Instructor	Available	Used
☐ Private	☐ Recreational	☐ None	☐ None
☐ Student	☐ Sport	☐ Lap Only	☐ Lap Only
	☐ Commercial	☐ 3-point	☐ 3-point
	☐ Airline Transport	☐ 4-point	☐ 4-point
	☐ Flight Engineer	☐ 5-point	☐ 5-point
	☐ US Military	☐ Unknown	☐ Unknown
	☐ Foreign		
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>ARNALDO</u> City: <u>WAIHAWA</u>	☐ Left	☐ None	Available	Used	☐ Under 5 years
Middle Initial: _____ State: <u>HI</u> ZIP: <u>96786</u>	☐ Center	☒ Minor	☐ Lap Only	☐ Lap Only	☐ If Under 5,
Last Name: <u>COLLAZO</u> Country: <u>US</u>	☒ Right	☐ Serious	☒ 3-point	☒ 3-point	☐ Child Restraint
☐ Crew ☒ Passenger ☐ Other	☐ Unknown	☐ Fatal	☐ 4-point	☐ 4-point	☐ Lap-Held
	Row: <u>1</u>	☐ Unknown	☐ 5-point	☐ 5-point	☐ Unknown
			☐ Unknown	☐ Unknown	
First Name: <u>GERALDINE</u> City: <u>WAIHAWA</u>	☒ Left	☒ None	Available	Used	☐ Under 5 years
Middle Initial: _____ State: <u>HI</u> ZIP: <u>96786</u>	☐ Center	☐ Minor	☒ Lap Only	☒ Lap Only	☐ If Under 5,
Last Name: <u>COLLAZO</u> Country: <u>US</u>	☐ Right	☐ Serious	☐ 3-point	☐ 3-point	☐ Child Restraint
☐ Crew ☒ Passenger ☐ Other	☐ Unknown	☐ Fatal	☐ 4-point	☐ 4-point	☐ Lap-Held
	Row: <u>2</u>	☐ Unknown	☐ 5-point	☐ 5-point	☐ Unknown
			☐ Unknown	☐ Unknown	
First Name: <u>ARIANA</u> City: <u>WAIHAWA</u>	☐ Left	☒ None	Available	Used	☒ Under 5 years
Middle Initial: _____ State: <u>HI</u> ZIP: <u>96786</u>	☐ Center	☐ Minor	☐ Lap Only	☐ Lap Only	☐ If Under 5,
Last Name: <u>COLLAZO</u> Country: <u>US</u>	☒ Right	☐ Serious	☐ 3-point	☐ 3-point	☒ Child Restraint
☐ Crew ☒ Passenger ☐ Other	☐ Unknown	☐ Fatal	☒ 4-point	☒ 4-point	☐ Lap-Held
	Row: <u>2</u>	☐ Unknown	☐ 5-point	☐ 5-point	☐ Unknown
			☐ Unknown	☐ Unknown	
First Name: _____ City: _____	☐ Left	☐ None	Available	Used	☐ Under 5 years
Middle Initial: _____ State: _____ ZIP: _____	☐ Center	☐ Minor	☐ Lap Only	☐ Lap Only	☐ If Under 5,
Last Name: _____ Country: _____	☐ Right	☐ Serious	☐ 3-point	☐ 3-point	☐ Child Restraint
☐ Crew ☐ Passenger ☐ Other	☐ Unknown	☐ Fatal	☐ 4-point	☐ 4-point	☐ Lap-Held
	Row: _____	☐ Unknown	☐ 5-point	☐ 5-point	☐ Unknown
			☐ Unknown	☐ Unknown	

FLIGHT ITINERARY INFORMATION

Last Departure Point

Airport ID: PHPA

City: HANAPEPE

State: HI

Country: US

Time of Departure

Time: 1730

Time Zone: PACIFIC

Destination

Airport ID: PHJR

City: BARBERS POINT

State: HI

Country: US

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 ☐ Altitude of In-Flight Occurrence: _____ ft msl
☐ 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

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: PHJR

Observation Time: _____

Time Zone: PACIFIC

Distance from Accident Site: 14 nm

Direction from Accident Site: 113 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

Lowest Cloud Condition Height

6000 ft agl

Ceiling

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

Ceiling Height

6000 ft agl

Temperature: _____ (C) or _____ (F)

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

Altimeter Setting: 30.02 in. Hg
or _____ MB

Wind Direction

☐ Variable

-or-
Direction: 040 degrees true

Wind Speed

☐ Calm
☒ Light and Variable

-or-
Speed: 6 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 Type
☒ None ☐ N/A
☐ Trace ☐ Rime
☐ Light ☐ Clear
☐ Moderate ☐ Mixed
☐ Severe ☐ Unknown
☐ Unknown

Icing Actual

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

Turbulence

Type (Check all that apply) Severity
☒ 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)

AIRCRAFT SUNK 14 NM FROM SHORE

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 and location, services obtained, and intended destination. Provide as much detail as possible.

On January 25th 2015 unfortunately I had an Aircraft emergency that resulted in a "successful" water ditch. Around 1500 I arrived at Kaleloa Airport and conducted a preflight of the Aircraft N422BP which I usually rent from Barbers Point Aviation where I graduated from Private Pilots course. During the Preflight I measured that I had 8 Gallons per tank so I decided to refuel "Top Off" as planned in my weight and Balance, I added 12 extra gallons per wing giving me 20 Gallons per tank and a total of 40 gallons of fuel; with a conservative consumption of 10 Gallons per Flight Hour giving me at least 4 hours of flight time.

After refueling I performed an operational check of all the Controls / Engine performance, instruments and Activated my flight plan as usual with Flight Services Station with an assumed departure time of around 1600. I departed Kaleloa as planned and safely landed on Port Allen, Kauai around 1659 and closed out that portion of the flight with Flight Services Station.

During the time I was waiting for my friends to show up I executed a thru flight to ensure my aircraft was good for the return flight to include oil and fuel with 15 gallons on my right wing and 14 on my left wing. I activate my return flight plan as usual.

Departed Port Allen, Kauai at or around 1730 and everything was going as planned, with a smooth cruising altitude of 4500 feet, on or around 43 minutes into the flight I request to HCF to descend to 3500 on which it was approved at "Pilots Discretion" I then proceeded to remove some power of the throttle aiming for a 2,000 RPM and descent rate of no more than 500 FPM, that's when the engine instantly dropped to 1500 RPM with little to no throttle response. I immediately initiated the distress call to include "the squawk of 7700" and performed emergency loss of engine checks and placed the Aircraft on best glide Speed as taught by my Instructor Ellery Galanto. After trying to regain thrust from the engine, it responded to the throttle movement between 1500 and 1700 RPMs with no thrust, a full voltage indications and what seemed to be a full spinning propeller.

I became committed to land in the ocean since the land was too far, so we prepared ourselves for a "water landing" hoping for the best and staying as calm as possible. We were extremely calm due to the fact that we heard in the HCF FREQ 126.5 when a Coast Guard C130 was in the air, and no more than 5 to 10 minutes later we heard that Helicopter were airborne and on their way to us.

After the "Successful" water ditching we proceeded to egress the Aircraft with the instructions and plan we had discussed earlier prior to the flight. Arnaldo Collazo removed the Baby from the Car seat, secured her and was ready to egress, as soon as I opened the door to check if it wasn't stuck, water begun to flood the aircraft, so we decided that we were going to open the doors at the same time on the count of three and we did.

Once outside the Aircraft we regrouped and watched the aircraft sink, in less than 60 seconds leaving behind a greenish glowing dye, That's when I instructed my friends to swim away from that "Dye" and to stay together. I had lost my life vest during the evacuation of the aircraft, unfortunately had to tread water until the rescue divers came for us, luckily enough we practice Aviation Water Egress Training in a constant basis and learn on how to survive in case of a forced water landing with our Helicopters. After I knew that we were all OK and the Baby was fine I removed all excess drag like my shoes and socks, later removing my shirt to try and make a floating device as previously trained, but the swells were strong and every time I tried to make a knot on my sleeves I sunk for a second or two and eventually lost grip of the shirt.

Within 20-30 minutes I recognized the noise of a Helicopter and informed my friends of it, making them calmer to the situation, later I saw the searchlight at a distance and pointed it out to them, and they saw it with as a sign of relief. The Helicopter must have surrounded us and made at least 3 to 4 passes when we realized that the only working light on the vest was submerged under water by Her body and decided to point it out towards the Helicopters path, on the 5th or 6th pass I imagine they saw the light and spotted us.

I was being pulled out of the water first, when I yelled at the diver to grab the Baby first but I believe he said "she's fine and you don't have a life vest" we swam towards the basket and I was loaded on to the Helicopters first. The Diver told me "Don't worry and that he was going back for the rest".

We are extremely content with the practices of HCF, the Coast Guard and the training provided to me by Barbers Point Flight School.

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

Operator/Owner Safety Recommendation

I DON'T THINK IT COULD HAVE BEEN AVOIDED.

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
____ CyclesTime Since This Part
Inspected/Overhauled

____ Hours

FUEL & SERVICES INFORMATIONFuel on Board at Last Takeoff
(Convert from pounds, as necessary)

29 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

OIL TOP OFF.

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

THRU THE DOORS

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.

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

Date of this Report

02/02/2015

mm/dd/yyyy

Name of Pilot/Operator: JOSE L. MANZANO

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.

Reviewed by NTSB Regional Office

Name of Investigator

Date Report Received

ADDITIONAL INFORMATION (Please type or print in ink)

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NTSB Accident/Incident No.

WPR-15CA 091

Reviewed by NTSB Regional Office

WPR

Name of Investigator

Featye Canepo

Date Report Received

02/04/15

28 January 2015

Federal Aviation Administration,

On January 25th 2015 unfortunately I had an Aircraft emergency that resulted in a successful water ditch. Around 1500 I arrived at Kaleloa Airport and conducted a preflight of the Aircraft N422BP which I usually rent from Barbers point aviation where I graduated from Private Pilots coarse. During the Preflight I measured that I had 8 Gallons per tank so I decided to refuel "Top Off" as planned in my weight and Balance, I added 12 extra gallons per wing giving me 20 Gallons per tank and a total of 40 gallons of fuel; with a conservative consumption of 10 Gallons per Flight Hour giving me at least 4 hours of flight time.

Shortly After I refueled I performed an operational check of all the Controls / Engine performance, instruments and Activated my flight plan as usual with Flight Services Station with an assumed departure time of around 1600. I departed Kaleloa as planned and safely landed on port allen, Kauai around 1659 and closed out that portion of the flight with Flight Services station.

During the time I was waiting for my friends to show up I executed a thru flight to ensure my aircraft was good for the return flight to include oil and fuel with 15 gallons on my right wing and 14 on my left wing. I then proceeded to activate my return flight plan as usual.

I departed Port allen, Kauai at or around 1730 and everything was going as planned, with a smooth cruising altitude of 4500 feet, on or around 43 minutes into the flight I request to HCF to descend to 3500 on which it was approved at "Pilots Discretion" so I proceeded to remove some power of the throttle aiming for a 2,000 RPM and descent rate of no more than 500 FPM, slow and comfortable as possible and that's when the engine instantly dropped to 1500 RPM with little to no throttle response, I immediately initiated the distress call to include " the squawk of 7700" and performed emergency loss of engine checks and placed the Aircraft on best glide Speed as thought by my Instructor **Ellery Galanto**. After trying to regain thrust from the engine, it responded to the throttle movement between 1500 and 1700 RPMs with no thrust with full voltage indications and what seemed to be a full spinning propeller, I committed to land in the Ocean since the land was too far, so we prepared ourselves for a "water landing" hoping for the best and staying as calm as possible.

We were extremely calm due to the fact that we heard thru the HCF FREQ 126.5 when a Coast Guard C130 was in the air, and no more than 5 to 10 minutes later we heard that Helicopter were airborne and on their way to us.

After the "Successful" water ditching we proceeded to egress the Aircraft with the instructions an plan we had discussed earlier prior to the flight. **Arnaldo Collazo** removed the Baby from the Car seat, secured her and was ready to egress, as soon as I opened the door to check if it wasn't stuck, water begun to flood the aircraft, so we decided that we were going to open the doors at the same time on the count of three and we did.

Once outside the Aircraft we regrouped and watched how the aircraft sink, in less than 60 seconds leaving behind a greenish glowing dye. That's when I instructed my friends to swim away from that "Dye" and to stay together. I had lost my life vest during the evacuation of the aircraft, unfortunately had to tread water until the rescue divers came for us, luckily enough we practice Aviation Water Egress Training in a constant bases and learn on how to survive in case of a forced water landing with in case our Helicopters are forced to land in water. After I knew that we were all ok and the Baby was fine I removed all excess drag like my shoes and socks, later removing my shirt to try and make a floating device as previously trained, but the swells were kind of strong and every time I tried to make a knot on my sleeves I sunk for a second or two and eventually lost grip of the shirt.

Within 20-30 minutes I was the first one to recognize the noise of a Helicopter and informed my friends of it making them calmer to the situation, later I saw the searchlight at a distance and pointed it out to them and they saw it with a sign of relief. The Helicopter must have surrounded us and made at least 3 to 4 passes when we realized that the only working light on the vest was submerged under water by Her body and decided to point it out towards the Helicopters path, on the 5th or 6th pass I imagine they saw the light and spotted us.

I was being pulled out of the water first, when I yelled at the diver to grab the Baby first but I believe he said "she's fine and you don't have a life vest" we swam towards the basket and I was loaded on to the Helicopters first. The Diver told me not worry and that he was going back for the rest.

We are extremely content with the practices of ATC, the Coast Guard training and rapid response and the training provided to me by Barbers Point Flight School Instructors, but mostly that we were able to survive the accident and the time in the water until we were rescued.

"Blue Skies and Tail Winds"
CPT Christian P. Skoglund

Respectfully,


Jose L. Manzano