



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation

Safety Western

Pacific Region

July 13, 2017

Field Report

WPR17FA149

This document contains 02 embedded photos

A. ACCIDENT

Location: Herriman, Utah
Date: 7/13/2017
Aircraft: Aviat Aircraft Inc., A-1B, Registration Number: N211AM
NTSB IIC: Tealeye Cornejo

B. EXAMINATION PARTICIPANTS:

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C. HISTORY OF FLIGHT

On July 13, 2017, about 0940 mountain daylight time, an Aviat A1-B airplane, N211AM, impacted terrain for unknown reasons while maneuvering near Herriman, Utah. The airline transport pilot and student pilot sustained fatal injuries; the airplane was destroyed during post impact fire. The pilot was operating the airplane under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91. The local instructional flight departed South Valley Regional Airport (U42), West Jordan, Utah about 0927. Visual meteorological conditions prevailed and no flight plan had been filed.

A review of the video provided by the South Valley Regional Airport manager showed the airplane

The wreckage was recovered to a secure facility, pending an examination.

D. PERSONNEL INFORMATION

The pilot, age 34, held an airline transport certificate with ratings for airplane single engine land, airplane multiengine land, and Helicopter. He also held a flight instructor certificate for airplane single engine land and instrument. The pilot's first-class medical certificate was issued on January 19, 2015.

The student pilot, age 37, held a private pilot helicopter certificate. The pilot's medical certificate was denied on August 25, 2016. The pilot's logbooks have not been recovered.

E. AIRCRAFT INFORMATION

Aviat Husky is a tandem two-seat, high wing airplane. The structure is steel tube frame and fabric covered fuselage. The airplane was powered by 180 horsepower (hp), carbureted, Lycoming O-360-A1P reciprocating engine, driving an Hartzell, 2 bladed constant speed propeller. Flight controls are installed at each seat. The accident airplane was manufactured in 2000, and received its standard airworthiness certificate on October 20, 2000.

Maintenance records showed that the airplane's most recent annual inspection was completed on December 30, 2016. At the time of the annual inspection, the airplane had accumulated 871.69 total hours in service. The recording hour meter reading at the accident site was not identifiable.

F. METEOROLOGICAL INFORMATION

The 0935 Mountain daylight time recorded weather observation at South Valley Regional Airport (U42), West Jordan, Utah, located approximately 12 nautical miles northeast of the accident site, included wind 150° at 10 knots, visibility 10 statute miles, sky clear, temperature 27°C, dew point 15°C, and an altimeter setting of 30.18 inches of mercury.

G. EYEWITNESS REPORTS

A State Trooper who was north and at a higher elevation to the accident site, observed the airplane inside of the canyon make a sharp right turn while losing altitude fast. The trooper stated that it appeared as if the airplane had nowhere to go, and was making a last-ditch attempt to escape.

H. WRECKAGE AND IMPACT INFORMATION

All major structural components of the airframe were accounted for, and were collocated with the main wreckage. The airplane impacted an area of down sloping heavily wooded terrain about 12 miles southwest of the South Valley Regional Airport. The wreckage was oriented on a 060° magnetic heading. A post-impact fire ensued, and the airplane was destroyed.

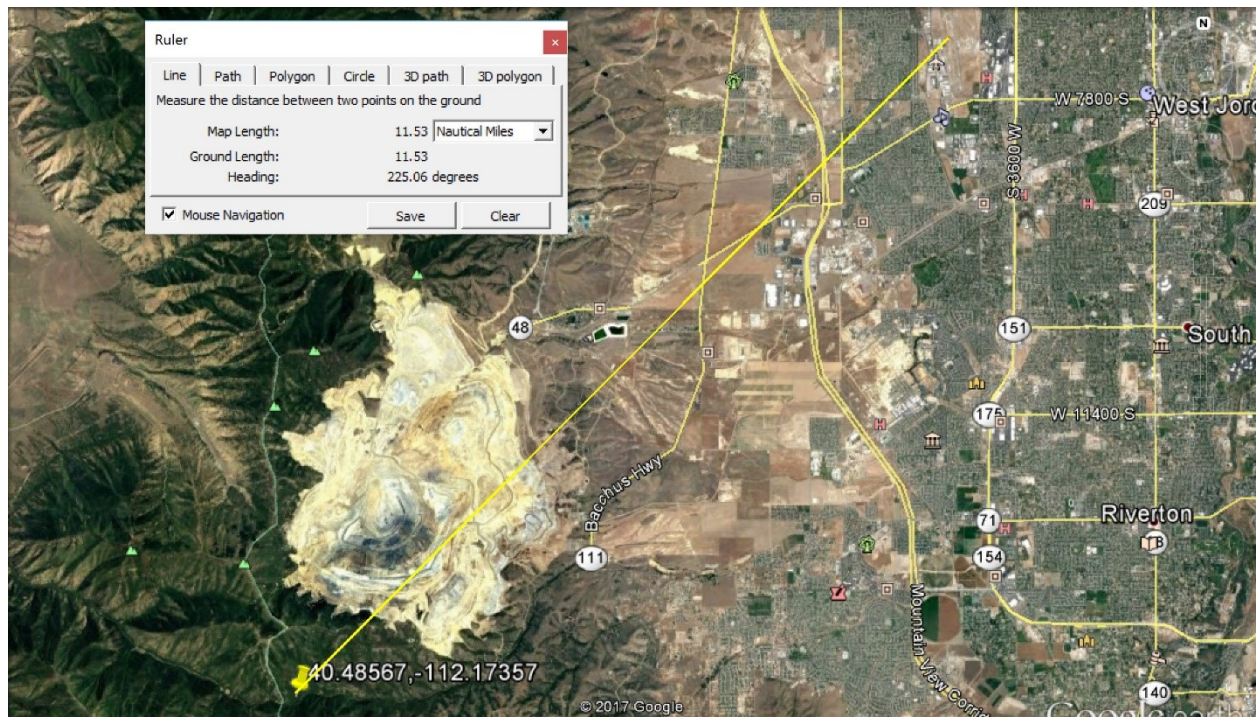


Figure 1. Flight Path (Google)



Figure 2. View of airplane at accident site.

I. COCKPIT/CABIN OBSERVATIONS

Most of the cockpit instruments were destroyed during post-impact fire. The instruments that remained intact were not identifiable. The engine primer was found in the locked position.

J. AIRFRAME

The fuselage came to rest on its right side, and the tubing remained mostly intact. The fabric was destroyed in the post-impact fire.

The empennage remained attached to the fuselage, and most of the fabric was destroyed in the post-impact fire. The elevator and rudder remained attached to the empennage, most of the fabric was destroyed by post-impact fire. The rudder stops did not exhibit crushing or bending. The right wing was partially separated from the fuselage and sustained extensive fire damage. The fuel cell does not appear to have been breached during impact. The fuel cap remained attached. The fuel cap was removed. No fuel was observed. The fuel cell did not smell like Avgas. The flap remained partially attached to the wing and exhibited extensive fire damage. The aileron remained partially attached to the wing and exhibited extensive fire damage. The left wing was mostly separated from the fuselage and sustained extensive fire damage. The majority of the wing was twisted and bent under the fuselage. The fuel cell was breached during impact. The fuel cap remained attached. The flap remained partially attached to the wing and exhibited extensive twisting and fire damage. The aileron remained partially attached to the wing and exhibited extensive twisting and fire damage.

The airplane's control system was examined to establish continuity. The rudder cables were intact from the forward seat rudder pedals to the rudder control surface. The elevator control continuity was confirmed by movement of both cockpit control sticks with corresponding movement of the elevator control surface. Aileron continuity was established by tracing of the control cable from the cockpit controls to the aileron control surfaces. The right aileron control cable was cut during the extraction of one of the occupants. The position of the flap control could not be determined due to extensive crushing damage in that area of the fuselage. No anomalies were found that would indicate a failure of the flight control systems.

K. ENGINE

Visual examination of the engine case and exhaust shaft revealed no evidence of an internal catastrophic engine failure.

The engine came to rest slightly canted to the right and in a generally flat position and appeared to have remained mostly intact during impact. The cowling around the engine displayed thermal damage and soot. The propeller blades displayed very little evidence of impact damage. The propeller was rotated about 20° by hand.