

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: West Jordan State: UT
 ZIP: 84088 Country: UTA
 Latitude: 40.61n Longitude: 112w
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 08/11/2017 Local Time: 5:55pm
mm/dd/yyyy
 Time Zone: MST

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

AIRCRAFT INFORMATION

Registration Number: N33732

Manufacturer: Piper

Model: Arrow II

Serial Number: 28R-7535183

Year of Manufacture: 1975

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

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

Maximum Gross Weight: 2650 lbs

Weight at Time of Accident/Incident: 2644.56 lbs

Number of Seats: 4 Flight Crew Seats: 2

Cabin Crew Seats: _____ Passenger Seats: 2

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 | Special |
|---|---|
| ☒ Normal | ☐ Restricted |
| ☐ Aerobatic | ☐ Limited |
| ☐ Balloon | ☐ Provisional |
| ☐ Commuter | ☐ Special Flight |
| ☐ Transport | ☐ Experimental |
| ☐ Utility | ☐ Special Light-Sport |
| | ☐ Experimental Light-Sport |
| ☐ Certificate of Authorization or Waiver (COA) | |
| ☐ None ☐ Unknown | |

Landing Gear

- (Check all that apply)
- ☒ Retractable
- ☐ Tricycle ☐ Tailwheel
- ☐ Amphibian ☐ High Skid
- ☐ Emergency Float ☐ Skid
- ☐ Float ☐ Ski
- ☐ Hull ☐ Ski/Wheel
- ☐ Other Launch/Recovery System
- ☐ None ☐ 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	Textron Lycoming	IO-360-C1C	L-17782-51A	07/10/1997	200	1317.03	86.18	1317.03
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 07/19/2016
mm/dd/yyyy

Airframe Total Time: 6302.53 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: McCaughey

Model: B3D36C424-E

Propeller 2

- ☐ Fixed Pitch
- ☐ Controllable Pitch
- ☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: Artex Aircraft Supplies

Model or Part No.: 452-0130

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: <u>Zabrosky Air, LLC</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		City: <u>Cedar Hills</u> State: <u>UT</u> ZIP: <u>84062</u> Country: <u>USA</u>	
Operator of Aircraft ☐ Same As Registered Owner Name: <u>Cavorite Aviation, LLC</u> Doing Business As: <u>Randon Aviation, LLC</u> Air Carrier/Operator Designator (4 Character Code): _____		☐ Same Address as Registered Owner City: <u>West Jordan</u> State: <u>UT</u> ZIP: <u>84088</u> Country: <u>USA</u>	
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 ☐ Domestic ☐ Non-Scheduled or Air Taxi ☐ International ☐ Passenger ☐ Cargo ☐ Mail Contract Only	
Revenue Sightseeing Flight ☐ Yes ☒ No		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: <u>South Valley Regional Airport</u> Airport Identifier: <u>U42</u> Proximity to Airport: ☒ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A		Distance From Airport Center: <u>1</u> sm Direction From Airport: <u>210</u> degrees true Airport Elevation: <u>4606</u> ft. msl	
Runway Information Runway ID: <u>16</u> (L/R/C) Length: <u>5862</u> ft Width: <u>100</u> ft		Condition of Runway/Landing Surface <i>(Check all that apply)</i> ☐ 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	
Runway/Landing Surface <i>(Check all that apply)</i> ☒ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water ☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Dirt ☐ Ice ☐ Snow ☐ Unknown			
Approach/Departure Segment <i>(Select one)</i> ☐ Taxi ☐ VFR Departure ☐ On Instrument Approach ☐ Downwind ☐ Low Approach ☐ Takeoff ☐ IFR Departure Procedure/Clearance ☐ Landing ☐ Base ☐ Go Around ☒ Initial Climb ☐ Crosswind ☐ Unknown			
IFR Approach <i>(Check all that apply)</i> ☒ None ☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice ☐ SDF ☐ Sidestep ☐ LDA ☐ GPS ☐ VOR/TVOR ☐ ILS ☐ ASR ☐ Visual ☐ VOR/DME ☐ Localizer Only ☐ Contact ☐ TACAN ☐ LOC-back course ☐ Circling ☐ RNAV ☐ Unknown		VFR Approach <i>(Check all that apply)</i> ☐ 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																																																																																																				
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"Flight Crewmember 1" was pilot flying ☐ Yes ☐ No																																																																																																				
"Flight Crewmember 1" Identification First Name: <u>Larry</u> Middle Initial: <u>T</u> Last Name: <u>Rasband</u> City of Residence: <u>Cedar Hills</u> State: <u>UT</u> ZIP: <u>84062</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>39</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																																																																																											
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"Flight Crewmember 2" was pilot flying ☐ Yes ☐ No																																																																																																				
"Flight Crewmember 2" Identification First Name: _____ Middle Initial: _____ Last Name: _____ City of Residence: _____ State: _____ ZIP: _____ Country: _____ Age at time of Accident/Incident: _____ Date of Birth: _____ mm/dd/yyyy Certificate Number: _____																																																																																																				
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ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew; complete the following information)						
Crew Name and Address			Seat Occupied		Injury	
First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Private ☐ Recreational ☐ Student ☐ Sport ☐ Commercial ☐ US Military ☐ Airline Transport ☐ Foreign ☐ 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			Seat Occupied		Injury	
First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Private ☐ Recreational ☐ Student ☐ Sport ☐ Commercial ☐ US Military ☐ Airline Transport ☐ Foreign ☐ 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
First Name: <u>Denver</u> City : <u>Heber City</u> Middle Initial: _____ State: <u>UT</u> ZIP: <u>84032</u> Last Name: <u>Kohler</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other		☐ Left ☐ Center ☒ Right ☐ Unknown Row: <u>1</u>	☒ 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 If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: <u>Alma</u> City : <u>Sandy</u> Middle Initial: _____ State: <u>UT</u> ZIP: <u>84092</u> Last Name: <u>Merrill</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other		☒ Left ☐ Center ☐ Right ☐ Unknown Row: <u>2</u>	☒ 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 If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: <u>Nathan</u> City : <u>Cedar Hills</u> Middle Initial: <u>H.</u> State: <u>UT</u> ZIP: <u>84062</u> Last Name: <u>Rasband</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other		☐ Left ☐ Center ☒ Right ☐ Unknown Row: <u>2</u>	☐ 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 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 If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown

FLIGHT ITINERARY INFORMATION				
Last Departure Point Airport ID: <u>U42</u> City: <u>West Jordan</u> State: <u>UT</u> Country: <u>USA</u>		Time of Departure Time: <u>5:45 pm</u> Time Zone: <u>MST</u>		Destination Airport ID: <u>KCPR</u> City: <u>Casper</u> State: <u>WY</u> Country: <u>USA</u>
Type Flight Plan Filed ☐ None ☐ Company VFR ☒ Military VFR ☒ VFR ☐ VFR/IFR ☐ IFR ☐ Unknown Activated? ☒ Yes ☐ No ☐ Unknown				
Type of ATC Clearance/Service (Check all that apply) ☒ None ☐ VFR ☐ Special VFR ☐ IFR ☐ Special IFR ☐ VFR On Top ☐ VFR Flight Following ☐ Traffic Advisory ☐ Cruise ☐ Unknown / NA				
Airspace where the accident/incident occurred (Check all that apply) ☐ Class A ☐ Class B ☐ Class C ☐ Class D ☐ Class E ☒ Class G ☐ Demo Area ☐ Warning Area ☐ Prohibited Area ☐ Restricted Area ☐ Military Operations Area (MOA) ☐ Airport Advisory Area ☐ Jet Training Area ☐ TRSA ☐ FAR 93				Altitude of In-Flight Occurrence: <u>4606</u> ft msl
WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE				
Source of Pilot Weather Information (Check all that apply) ☐ National Weather Service ☐ Flight Service Station ☐ TV/Radio ☒ Automated Report ☐ Commercial Weather Service (DUATS) ☐ On-Board Weather ☐ Company ☐ Military ☒ Internet ☐ None ☐ Unknown		Weather Observation Facility Facility ID: <u>U42</u> Observation Time: <u>5:30 pm</u> Time Zone: <u>MST</u> Distance from Accident Site: <u>1</u> nm Direction from Accident Site: <u>210</u> degrees true		
Basic Conditions ☒ VMC ☐ IMC ☐ Unknown		Light Condition ☐ Dawn ☒ Day ☐ Dusk ☐ Night ☐ Dark Night ☐ Bright Night ☐ Unknown		
Sky/Lowest Cloud Condition ☒ Clear ☐ Few ☐ Partial Obscuration ☐ Scattered ☐ Thin Broken ☐ Thin Overcast ☐ Unknown		Ceiling ☒ None (Clear) ☐ Broken ☐ Overcast ☐ Obscured ☐ Indefinite ☐ Unknown		Temperature: <u>32</u> (C) or _____ (F) Dew Point: <u>12</u> (C) or _____ (F) Altimeter Setting: <u>30.03</u> in. Hg or _____ MB
Lowest Cloud Condition Height _____ ft agl		Ceiling Height _____ ft agl		
Wind Direction ☐ Variable -or- Direction: <u>130</u> degrees true	Wind Speed ☐ Calm ☐ Light and Variable -or- Speed: <u>3</u> kts	Wind Gusts ☒ Not Gusting -or- Speed: _____ kts	Visibility <u>10</u> miles RVR: <u>N/A</u> feet RVV: <u>N/A</u> miles Density Altitude: <u>7400</u> ft	
Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☒ N/A ☐ Unknown		Type of Precipitation (Check all that apply) ☒ None ☐ Rain ☐ Snow ☐ Hail ☐ Rain Showers ☐ Drizzle ☐ Ice Pellets ☐ Snow Pellets ☐ Snow Grains ☐ Ice Crystals ☐ Freezing Rain ☐ Snow Shower ☐ Ice Pellets Shower ☐ Freezing Drizzle		Restriction to Visibility (Check all that apply) ☒ None ☐ Blowing Dust ☐ Blowing Sand ☐ Blowing Snow ☐ Blowing Spray ☐ Dust ☐ Fog ☐ Ground Fog ☐ Haze ☐ Ice Fog ☐ Smoke ☐ 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: End of runway lights, out of service, PAPI's, out of service.				

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)*

Left Wing tip broken, left wing spar broken, left cabin side crumpled, Left window broken, Lower cowling damaged, prop strike, Underside damage (gear up landing), Left windshield broken, Right Step damage, upper empanage skin rumple behind main cabin. I was not permitted to inspect the interior of the plane, so I cannot attest to damage done there. See attached exterior photos.

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.

This begins the week before the scheduled trip as I knew that we wanted to make this flight, and watching weather reports. Also, at that time I was asked to take on one additional passenger, one way out. This began requesting weight information from the passengers. Also, the schedule for the plane came up that we wouldn't be able to leave Friday morning, as we desired, but would have to wait for Friday evening. For me this also meant that I would most likely be able to control the fuel on board, as the plane would be returning at the time we were to depart. On Thursday, I obtained the weights of all the passengers, Denver 235, Alma 195, Nate 130, and myself 210. Denver's bag was 35, and alma 25. My weights and balance calculation at that point, with full tanks was 15.5 lbs over max takeoff weight. My flight plan showed that I would only need to tabs, for a total of 34 gallons to arrive at our destination airport, KCPR, and still have 54 minutes of fuel on board. If the plane was at least 3 gallons down, I would be within weight limits. On our way to the airport Alma called and asked if bringing his drone would be appropriate, I said no, so he indicated that he would be leaving his luggage home. When I weight Nate, for our luggage, found him to only weigh 124, and our bag was 8lbs. The quick add and subtract in my head meant that even with full tanks, we'd be below the max take-off weight. While everyone was gathering headsets, and getting items from the car, I made the walk around, Master switch and lights on and extend flaps. Then I walked around the plane, right wing flap, right wing lights, landing light, stall indicator, left wing lights, left wing flap, then tail lights. Then back into the plane to turn off the switches, and grab the sump. Inspect right wing top surface and trailing surface, ailerons, wing tip, leading edge, inspect fuel tank, basically full, sump, check tires, gear and brake, inspect fuel, and dump back into tank. Check oil, 6 qts. Sent Nate to get 2 qts to fill, and continued to walk around the plane, tension on the alternator belt, leading and trailing edge of each prop blade, sump engine fuel line sump, then left wing gear, tire brake, and sump the left fuel tank, inspect fuel tank, basically full, and dump clean sump back in tank. Leading wing edge, pitot left wing tip, left aileron, left wing surface and trailing surface, empanage, stabilator, rudder, and VOR antenna, right side stabilator, and right side empanage. All looks good. we gathered the oil we needed, and filled the oil. Nate ran the empty oil containers to the garbage, while I organized the baggage, with the plane's tub. Everyone climbed on board, per their assigned seat. Alma and Nate in the back, while Denver sat up front with me. This kept the CG of the plane more in the middle, instead of towards the back of the envelope. Engine start was per the checklist. Master switch on, throttle open 1/2 inch, mixture open, prop full forward, electric fuel switch on until fuel flow registers on the fuel pressure guage and on the fuel flow gauge. Mixture off, electric pump off. Clear prop, and engage the motor, adjusting the mixture up as the motor starts, and adjusting the throttle to 1,000 rpm. turn on the master avionics switch, and listen to the weather. 130 @ 3, 30.03, density altitude 7400, it'd dropped 100 ft. Brake check, and then a radio check. Confirmation of the radio, and asked what runway I was taking off, I replied 16. Radio'd that I'd be taxiing to the 16 runup area. In the run-up area confirmed direction of the wind with the wind sock, and pointed the nose into the wind. Set the parking break, and advanced the throttle to 2,000 rpm. Right mag check, slight drop in rpm. back to both, then to left, slight drop in rpm, back to both, pulled the mixture back until rpm loss and then advance back up to full rpm recovery, alternate air, vacuum pump, electric fuel pump hadn't been on, turned it on, check fuel pressure, turned it off, checked fuel pressure, and the pulled the throttle back to idle to confirm fuel pressure and that the engine stayed running. Checked flight controls free and clear. I then performed our safety briefing. Checking that everyone was buckled in. Then that if we should lose power before the end of the runway, we'd set back down, if we were passed that and less than 500 feet agl, we'd look for a field to put it down, and if we were above that we'd attempt to turn back around and set down on the runway. I explained to Denver that the door would need to be opened before impact, and that there were two latches, first the top, and then the door latch. He then pulled the door fully closed and set the top latch. I Set the trim, and put in two notches of flaps, lights on, and release the parking break, advanced the throttle and proceeded to the hold short line. The only talk I'd heard on the radio had been the other plane, I continued to listen, checked the final, base, and the down-wind to final legs of the pattern. There was no traffic, seen or heard, so I announced that we were taking off runway 16. Lined up on the runway, confirmed my directional gyro with the compass, and advanced to full throttle, instruments were in the green, and 2700 rpms, i released the brakes and proceeded down the runway. At 65 mph, the nose likes to get bouncy, but i wanted to wait until at least 75 before allowing the plane to take off, so i pushed forward on the yoke to make sure the nose stayed down. At 75 mph, i released the forward pressure, and the plane made a gradual liftoff. I was trying to get to 80, so I let it climb and proceed to 80, pulled up the gear and let out one notch of flaps. As we proceeded past the end of the runway, and had climbed about 350-400 feet, we stoppped climbing, and I wasn't gaining any additional speed. I also noticed that I was getting a stall indication light on the panel. I nosed the plane forward just a little, in an attempt to allow us to gain some additional speed, which really didn't come, we

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

Operator/Owner Safety Recommendation

Because the exact reason for the incident is not yet known, I don't really know what to answer here.

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.)

Not to my knowledge

**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)

48 Gallons

Fuel Type☐ 80/87☒ 100 Low Lead☐ 100/130☐ 115/145☐ Jet A☐ Jet A-1☐ Jet B☐ JP8☐ Automotive☐ Other, specify _____**Other Services, if Any, Prior to Departure**

Added 2 qts of oil, to bring level up from 6 to 8 qts.

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

After releasing their seat belts, all passengers exited the plane through the left door (the only door) on the plane.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)**Aircraft Registration Number**

N/A

Manufacturer: N/A**Model:** N/A**Damage to Other Aircraft**☐ Destroyed☐ Minor☐ Substantial☐ None**Registered Owner of Other Aircraft**

Name: N/A

City: N/A

State: N/A

ZIP: N/A

Country: N/A

Pilot of Other Aircraft

Name: N/A

City: N/A

State: N/A

ZIP: N/A

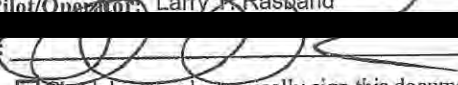
Country: N/A

ADDITIONAL INFORMATION (Please type or print in ink)

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

were hovering around 80 mph, had leveled out, and had only climb 350-400 feet. My thoughts focused on the weight of the plane, and feared that we were over weight, and we in trouble. I knew that there were houses the further south I traveled, and that the elevation of the ground would rise up, so the thought of continuing straight ahead wasn't a really good one. I knew that I hadn't passed 500 feet, but felt that the further away from the airport I got, the less likely it was that I could find my way back, and that the risk of a forced landing in a residential area, not a good one. I knew that if I turned left, I'd be turning possibly over houses, and coming back over a soccer field, which I'd just passed, and knew there to be people in. The roads in the area, I knew to be full of Friday night stop and go traffic, being that it was 5:45 pm, so picking a road wasn't a really good option. I knew that if I turned right, I'd still be over industrial areas, that would most likely have emptier parking lots, and that there were some open fields between where I was and the airport. I decided that a right turn, and attempt to get back to the airport was our best option. About 30 degrees into the turn we began to lose altitude, by the time I completed the turn, I knew we weren't going to make it back to the runway. I realized that the radio call I attempted to make to tell the airport we were turning around hadn't made it out, as I'd not pushed the transmit button. We were below the tops of the power poles, and I could see that I was headed straight for a power line. I made the quick radio call that we were going down, and decided to nose down under the power line, as the open field behind it had become my chosen landing zone. We passed under the power line, and I remember the tug on the plane as it felt like the tail had caught on it. Denver at that point had opened the door to the plane in preparation for the impact, and we were fairly nose down to the ground. We impacted the ground, and the cabin instantly filled with dirt and dust. We slid across the ground and came to rest. I realized that I was wet, and discovered that I was bleeding from an impact with the yoke. All of the passengers began talking and we started to exit the plane. I hear someone yelling about turning off the fuel, so I turned off the master switch, fuel pump, and all the switches on the panel. I was the last one to exit the plane, and then became subject to the instructions of the three nurses who had been at the gas station.

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

Date of this Report 08/20/2017 mm/dd/yyyy	Name of Pilot/Operator Larry J. Rasband 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. WPLI 74183	Reviewed by NTSB Regional Office WPR / Federal Way, WA	Name of Investigator Tom Little	Date/Report Received 8/22/2017
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