

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: El Cajon State: CA
 ZIP: 92020 Country: USA
 Latitude: _____ (dd:mm:ss N/S) Longitude: _____ (ddd:mm:ss E/W)

Date/Time

Date: 09/17/2017 Local Time: 1347
 mm/dd/yyyy Time Zone: PDT

Phase of Operation

☐ Standing ☐ Takeoff (incl. initial climb) ☐ Cruise ☐ Hover
☐ Taxi ☐ Climb ☐ Maneuvering ☐ Other
☐ Descent ☒ Landing ☒ Approach ☐ Unknown

Collision with Other Aircraft

☐ Midair
☐ On-ground
☐ None

Altitude of In-Flight Occurrence

_____ ft MSL

AIRCRAFT INFORMATION

Manufacturer: Piper

Model: PA28-161

Serial Number: 28-8516083

Registration Number: N2587X

Amateur-built: ☐ Yes ☒ No

Max Gross Weight: 2,440 lbs

Weight at Time of Accident/Incident: 2,048 lbs

Location of Center of Gravity at Time of Accident/Incident:

85.9 inches from ☐ nose or ☒ datum
 -or- _____ Percent Mean Aerodynamic Cord (% MAC)

Category of Aircraft

☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyrocraft
☐ Helicopter
☐ Powered lift
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate (Check all that apply)

Standard

☒ Normal
☐ Utility
☐ Acrobatic
☐ Transport

Special

☐ Restricted
☐ Limited
☐ Provisional
☐ Experimental
☐ Special Flight
☐ Light Sport

Number of Seats: 4

If Large Aircraft, how many seats for:

Flight Crew: _____

Cabin Crew: _____

Passengers: _____

Landing Gear ☐ Retractable

Check any additional landing gear configuration that applies:

☒ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Unknown

Type of Maintenance Program

☒ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☐ Continuous Airworthiness
☐ Other, specify: _____

Last Inspection Type

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

Date Last Inspection: 8/25/2017

mm/dd/yyyy

Airframe Total Time: 11,906 hrs

hours measured at (check one)

☒ Last Inspection ☐ Time of Accident/Incident

IFR Equipped

☒ Yes ☐ No ☐ Unknown

Stall Warning System Installed

☒ Yes ☐ No ☐ Unknown

Type of Fire Extinguishing System

☒ None
☐ Specify _____

ELT Installed

☒ Yes ☐ No

ELT Activated

☐ Yes ☒ No

ELT Manufacturer: ACK

Model/Series: E-04

ELT Aided in Locating Accident/Incident

☐ Yes ☒ No

Serial Number: 4218

Battery Type: _____

Battery Exp. Date: 7/2021

Engine Type

☒ Reciprocating ☐ Turbo Jet
☐ Turbo Shaft ☐ Turbo Fan
☐ Turbo Prop ☐ Unknown

Reciprocating Fuel System Type

☒ Carburetor
☐ Fuel Injected

Propeller

☒ Fixed Pitch
☐ Controllable Pitch

Manufacturer: Sensenich

Model: 74DM-6-0-60

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Engine Rated Power Measured as (check one) ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	Lycoming	O320-D3G	L-11560-39A		160	2,384	16	1,405
Eng. 2								
Eng. 3								
Eng. 4								

OWNER/OPERATOR INFORMATION		
Registered Aircraft Owner Name: <u>Brian T Fink, April L Fink Trustees</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		Owner Address City: <u>Ramona</u> State: <u>CA</u> ZIP: <u>92065</u> Country: <u>USA</u>
Operator of Aircraft ☒ Same As Registered Owner Name: _____ Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		Operator Address ☐ Same As Registered Owner City: _____ State: _____ ZIP: _____ Country: _____
Regulation Flight Conducted Under ☒ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☐ FAR 121 ☐ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☒ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☐ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi Domestic or International ☐ Domestic ☐ International Cargo Operation ☐ Passenger/Cargo ☐ Passenger _____ How many? ☐ Cargo _____ lbs ☐ Mail	Type of Commercial Operating Certificate Held (Check all that apply) ☐ None ☐ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☐ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft
OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for <i>other</i> aircraft)		
Aircraft Registration Number _____	Manufacturer: _____ Model: _____	Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None
Registered Owner of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		
Pilot of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		
MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)		
Was there Mechanical Malfunction/Failure? ☒ Yes ☐ No ☒ Unknown <i>(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)</i> Throttle made no change in engine, like it was disconnected. My and my passengers recollection is that the engine was still running, no bangs or rough running, it was just at idle, adding throttle made no difference		Total Time/Cycles On Part _____ Hours _____ Cycles Time Since This Part Inspected/Overhauled _____ Hours
DAMAGE TO AIRCRAFT AND OTHER PROPERTY		
Aircraft Damage ☐ None ☒ Substantial ☐ Minor ☐ Destroyed	Aircraft Fire ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)

Aircraft left wing destroyed from impact with tree and ground, nose and left side and left stabilator damaged from impact. Unknown other damage, once we were away from the aircraft we were not allowed back near it due to leaking fuel from the left tank.

AIRPORT INFORMATION (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)Airport Identifier: KSEEDistance From Airport Center: 2 SMAirport Name: Gillespie FieldDirection From Airport: 95 degrees MAGProximity to Airport ☒ Off Airport/Airstrip ☐ On Airport ☐ On AirstripAirport Elevation: 388 ft. MSL**Approach Segment** (Select one)

☐ On Instrument Approach ☐ Landing ☒ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)

IFR Approach (Check all that apply)

☒ None ☐ PAR ☐ MLS ☐ Practice
☐ ADF/NDB ☐ Sidestep ☐ LDA ☐ GPS
☐ SDF ☐ ILS ☐ ASR ☐ Loran
☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown
☐ VOR/DME ☐ LOC-back course ☐ Contact
☐ TACAN ☐ RNAV ☐ Circling

VFR Approach (Check all that apply)

☐ None ☐ Stop and Go
☐ Traffic Pattern ☐ Touch and Go
☐ Straight-In ☐ Simulated Forced Landing
☐ Valley/Terrain Following ☐ Forced Landing
☐ Go Around ☐ Precautionary Landing
☐ Full Stop ☐ Unknown

Runway InformationRunway ID: 27L (L/R/C) Length: 2,738 ft Width: 60 ft**Runway/Landing Surface** (Check all that apply)

☒ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown
☐ Dirt ☐ Ice ☐ Snow

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 ☐ Unknown
☐ Slush Covered ☐ Vegetation

FLIGHT ITINERARY INFORMATION**Last Departure Point**Airport ID: kseeCity: El CajonState: CACountry: USA**Time of Departure**Time: 1250Time Zone: PDT**Destination**Airport ID: KSEECity: El CajonState: CACountry: USA**Type Flight Plan Filed**

☒ None ☐ VFR/IFR
☐ Company VFR ☐ IFR
☐ Military VFR ☐ Unknown
☐ VFR

Activated? ☐ Yes ☐ No**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 E ☐ Prohibited Area ☐ Jet Training Area ☐ Special
☐ Class B ☐ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area
☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown
☒ Class D ☐ Warning Area ☐ Airport Advisory Area

Aircraft Load Description (Check all that apply)

☐ None ☐ Towing Glider ☐ Parachutists ☐ Livestock
☒ Passengers ☐ Towing Banner ☐ Water ☐ Unknown
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds

FUEL & SERVICES INFORMATION**Fuel on Board at Last Takeoff**

(convert from pounds, as necessary)

35 Gallons**Fuel Type**

☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify _____
☒ 100 Low Lead ☐ Jet A ☐ JP4
☐ 100/130 ☐ Automotive ☐ JP5

Other Services, if Any, Prior to Departure

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

Main Door - Two of us exited the aircraft and ran on foot to a safe distance

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Weather Observation Facility**Facility ID: KSEEObservation Time: 1250Time Zone: PDTDistance from Accident Site: 2 NMDirection from Accident Site: 275 degrees MAG**Source of Weather Information**

(Check all that apply)

- | | |
|---|--|
| ☐ National Weather Service | ☐ Company |
| ☐ Flight Service Station | ☐ Military |
| ☐ TV/Radio | ☒ Internet |
| ☐ Automated Report | ☐ Unknown |
| ☐ Commercial Weather Service (DUATS) | |

Method of Briefing

(Check all that apply)

- | |
|--|
| ☐ In Person |
| ☐ Teletype |
| ☐ Telephone/Computer |
| ☒ Aircraft Radio |
| ☐ TV/Radio |
| ☐ Unknown |

Briefing Type/Completeness

- | | |
|---|---|
| ☐ Full | ☐ Abbreviated |
| ☐ Partial / Limited By Pilot | ☐ Unknown |
| ☐ Partial / Limited By Briefer | ☒ Not Pertinent |

Light Condition

- | | | |
|---|--------------------------------|---------------------------------------|
| ☐ Dawn | ☐ Dusk | ☐ Dark Night |
| ☒ Day | ☐ Night | ☐ Bright Night |
| ☐ Not Reported | | |

Visibility10 miles**Sky/Lowest Cloud Condition**

- | | |
|--|--|
| ☒ Clear | ☐ Thin Broken |
| ☐ Few | ☐ Thin Overcast |
| ☐ Partial Obscuration | ☐ Unknown |
| ☐ Scattered | |

Ceiling

- | | |
|--|-------------------------------------|
| ☒ None (clear) | ☐ Obscured |
| ☐ Broken | ☐ Indefinite |
| ☐ Overcast | ☐ Unknown |

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 |

Lowest Cloud Condition Height ft AGL**Ceiling Height** ft AGL**Wind Direction**☒ Indicated:
280 degrees MAG☐ Variable**Wind Speed**Velocity: 10 KTS

-or-

- | |
|---|
| ☐ Calm |
| ☐ Light and Variable |

Wind GustsVelocity: KTS

- | |
|---|
| ☐ Gusting |
| ☒ Not Gusting |

Type of Turbulence (Check all that apply)

- | | |
|--|---|
| ☒ None | ☐ In Clouds |
| ☐ Clear Air | ☐ Vicinity of Thunderstorm |

Severity of Turbulence

- | | | |
|----------------------------------|--|--------------------------------|
| ☐ Extreme | ☐ Moderate | ☐ Light |
| ☐ Severe | ☐ Moderate Chop | |

NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident

None pertaining to our flight over east county or our pattern work which is where the accident occurred.

Temperature: (C)
or (F)Altimeter Setting: in. HG
or MBDensity Altitude: ftDew Point: (C)
or (F)**Icing Forecast****Amount**

- | | |
|--------------------------------|-----------------------------------|
| ☐ None | ☐ Moderate |
| ☐ Trace | ☐ Severe |
| ☐ Light | |

Type

- | |
|--------------------------------|
| ☐ Rime |
| ☐ Clear |
| ☐ Mixed |

Icing Actual**Amount**

- | | |
|--|-----------------------------------|
| ☒ None | ☐ Moderate |
| ☐ Trace | ☐ Severe |
| ☐ Light | |

Type

- | |
|--------------------------------|
| ☐ Rime |
| ☐ Clear |
| ☐ Mixed |

Type of Precipitation (Check all that apply)

- | | |
|--|---|
| ☒ None | ☐ Drizzle |
| ☐ Rain | ☐ Ice Pellets |
| ☐ Snow | ☐ Snow Pellets |
| ☐ Hail | ☐ Snow Grains |
| ☐ Rain Showers | ☐ Ice Crystals |
| ☐ Freezing Rain | ☐ Ice Pellets Shower |
| ☐ Snow Shower | ☐ Freezing Drizzle |

Intensity of Precipitation

- | | | |
|--------------------------------|-----------------------------------|--------------------------------|
| ☐ Light | ☐ Moderate | ☐ Heavy |
|--------------------------------|-----------------------------------|--------------------------------|

PILOT "A" INFORMATION

Pilot "A" Responsibilities at the Time of Accident/Incident

☒ Pilot
 ☐ Co-Pilot
 ☐ Student Pilot
 ☐ Flight Instructor
 ☐ Check Pilot
 ☐ Flight Engineer
 ☐ Other Flight Crew

Pilot "A" Identification

First Name: Brian City: Ramon
 Middle Initial: T State: CA ZIP: 92065
 Last Name: Fink Country: USA
 Age at time of Accident/Incident: 49 Date of Birth: mm/dd/yyyy Certificate Number: mm/dd/yyyy **+**

Degree of Injury

☒ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

Seat Occupied

☐ Left
 ☐ Front
 ☐ Unknown
☒ Right
 ☐ Rear
☐ Center
 ☐ Single

Seat Belt

Used ☒ Yes ☐ No
 Available ☐ Yes ☐ No

Shoulder Harness

Used ☒ Yes ☐ No
 Available ☐ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None
 ☐ Student
 ☐ Recreational
 ☒ Commercial
 ☐ Flight Engineer
 ☐ Foreign
☐ Private
 ☒ Flight Instructor
 ☐ Sport
 ☐ Airline Transport
 ☐ U.S. Military

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
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

3/31/2017
mm/dd/yyyy

Medical Certificate Limitations

None

Medical Certificate Waivers

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

07/04/2016
mm/dd/yyyy

Flight Review Aircraft

Make: Piper
 Model: PA28-161

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
☐ Free 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	2,475	1,854	2,452	23	154	53	164			
Pilot in Command (PIC)	2,374	1,854	2,365	5	1	0	2			
Time as Instructor	1,538	1,280	1,538		94	19				
This Make/Model										
Last 90 Days	112	83	95	17		1	2			
Last 30 Days	12	12	12	0	0	0	0			
Last 24 Hours	2	2	2	0	0	0	0			

PILOT "B" INFORMATION

Pilot "B" Responsibilities at the Time of Accident/Incident

☐ Pilot
 ☐ Co-Pilot
 ☐ Student Pilot
 ☐ Flight Instructor
 ☐ Check Pilot
 ☐ Flight Engineer
 ☒ Other Flight Crew

Pilot "B" Identification

First Name: Craig City: Freshwater
 Middle Initial: M State: NSW ZIP: 2096
 Last Name: Brown Country: Australia
 Age at time of Accident/Incident: 49 Date of Birth: mm/dd/yyyy Certificate Number: mm/dd/yyyy

Degree of Injury

☒ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

Seat Occupied

☒ Left
 ☐ Front
 ☐ Unknown
☐ Right
 ☐ Rear
☐ Center
 ☐ Single

Seat Belt

Used ☒ Yes ☐ No
 Available ☐ Yes ☐ No

Shoulder Harness

Used ☒ Yes ☐ No
 Available ☐ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None
 ☐ Student
 ☐ Recreational
 ☐ Commercial
 ☐ Flight Engineer
 ☐ Foreign
☒ Private
 ☐ Flight Instructor
 ☐ Sport
 ☐ Airline Transport
 ☐ U.S. Military

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
☒ With limitations/waivers
☐ Unknown

Date of Last Medical

3/27/2017
 mm/dd/yyyy

Medical Certificate Limitations

Must Wear Corrective Lenses

Medical Certificate Waivers

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

12/11/2016
 mm/dd/yyyy

Flight Review Aircraft

Make: Piper
 Model: PA28-161

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
☐ Free 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	112	112	112		4	1	4			
Pilot in Command (PIC)	14	14	14							
Time as Instructor										
This Make/Model										
Last 90 Days	1	1	1							
Last 30 Days										
Last 24 Hours										

ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)														
Pilot Name and Address						Degree of Injury								
First Name: _____		City: _____				☐ None		☐ Fatal						
Middle Initial: _____		State: _____		ZIP: _____		☐ Minor		☐ Unknown						
Last Name: _____		Country: _____				☐ Serious								
Pilot Certificate(s) (Check all that apply)						Seat Occupied								
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer						
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military						
☐ Foreign						☐ Left		☐ Front						
						☐ Right		☐ Rear						
						☐ Center		☐ Single						
								☐ Unknown						
Type Rating/Endorsement for Accident/Incident Aircraft?				☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs								
Pilot Name and Address						Degree of Injury								
First Name: _____		City: _____				☐ None		☐ Fatal						
Middle Initial: _____		State: _____		ZIP: _____		☐ Minor		☐ Unknown						
Last Name: _____		Country: _____				☐ Serious								
Pilot Certificate(s) (Check all that apply)						Seat Occupied								
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer						
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military						
☐ Foreign						☐ Left		☐ Front						
						☐ Right		☐ Rear						
						☐ Center		☐ Single						
								☐ Unknown						
Type Rating/Endorsement for Accident/Incident Aircraft?				☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs								
Pilot Name and Address						Degree of Injury								
First Name: _____		City: _____				☐ None		☐ Fatal						
Middle Initial: _____		State: _____		ZIP: _____		☐ Minor		☐ Unknown						
Last Name: _____		Country: _____				☐ Serious								
Pilot Certificate(s) (Check all that apply)						Seat Occupied								
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer						
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military						
☐ Foreign						☐ Left		☐ Front						
						☐ Right		☐ Rear						
						☐ Center		☐ Single						
								☐ 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 flight attendants; continue on separate sheet if necessary)														
Name and Address				Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														
First Name: _____ City: _____				_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____ State: _____ ZIP: _____														
Last Name: _____ Country: _____														

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 time and point of departure, intended destination, and services obtained.

Pilot: Brian Fink CFII [REDACTED]

Second Pilot: Craig Brown

At approximately 1230 pm Craig Brown and I decided the weather had cleared enough to go on a pleasure flight. We did a complete preflight, Craig was looking at each point I will mention and since I am a flight instructor I followed along as is my habit. I entered the cabin, turned on the master switch, checked that the aircraft powered up, listened for the turn coordinator to start spinning, turned on the fuel pump, listened for the boost pump and checked for fuel pressure and pressure rose into the green on the fuel pressure gauge. We checked the lights and stall warning horn before turning off the master. We preceded on the walk around, checked the right wing, flap, aileron, looked for the hinge pins on all hinges on the right aileron. Looked for dents or damage. At the right fuel tank, we looked into the tank and the fuel level was slightly above the tab (17+ gallons), we strained the fuel from the lower quick drain on that tank. We noted no water or contaminants in the fuel we drained. We then looked at the condition of the tire and looked at the brake pads and noted 4 fingers of visible strut. We then moved to the right side of the engine, upon opening the right cowl, I checked the oil and there were exactly 6 quarts on the dip stick. I looked at the right mag, checked the ground lead to make sure it was attached and looked for any leaks, none were found. Craig checked the prop for nicks then the alternator belt. We open the left cowl again checking the mag ground lead and checked for leaks, none noted. Craig drained fuel from the gas collator and checked for water or contaminants, none found. Craig drained fuel from the left fuel tank, checked for contaminants or water, none found, we checked the left strut and tire, it was all fine, I noted 4 fingers of strut visible. Craig checked the pitot tube and static port on the left wing then checked all the aileron pins on the hinges. No damage noted on left wing. Tail and stabilator were checked next, no damage noted, all hinge pins were verified, rudder was checked and VOR antennas. Finally, we verified the 4 screws (because they are nylon) were in the ELT cover. This completed the pre-flight.

We pulled the plane out of its spot at Southern Cal Aircraft. I was in the right seat, as a flight instructor that's where I am comfortable and I was giving Craig a chance to fly. We started the plane per the checklists, Craig ran the checklist and I verified. Once started we tuned to ATIS, I recorded the ATIS information India and taxied to the end of the hanger row. Craig Called for a taxi clearance and we were told to taxi to 27R via Bravo and Delta. We performed a complete run-up via the checklist which included power to 2000rpm, mag check left and right (approx. 75rpm drop left and right), carb heat check, vac check, annunciators etc...(See checklist for all items performed) No abnormalities noted during the run-up. I tuned to Gillespie Tower and Craig called for a right downwind departure. We departed to the east, no abnormalities noted, we were making about 2500rpm on the climb out to the east. We climbed to 5500 and proceeded east to El Capitan Reservoir then proceeded north until we turned around near Warner Springs. We proceeded south from Warner springs back over El Capitan and over Alpine. Over Alpine we switched from the left fuel tank to the right. We obtained an ATIS briefing Juliet, tuned to Gillespie tower then Craig called tower and asked for touch and go's. We were told to report a 3 mile final for 27L. Craig did a GUMPS (Fuel pump on, undercarriage fixed, mixture rich, primer locked and seatbelts on) check near Crest and put in the first notch of flaps. Just before 3 miles we were cleared for a touch and go on 27L and told to make left traffic. The first touch and go was normal, we climbed normally upwind turned left crosswind reached 1400' and leveled off. We had made power changes during this process with no abnormalities. Craig called left down wind and we were cleared for touch and go on 27L. We made another normal touch and go, at that point Tower asked up to make right traffic since Astria was maneuvering over Grossmont College. We made a right turn and climbed to 1600' and leveled off. We had to wait to get a call into tower since they were busy, Craig performed the GUMPS check at this point and we called downwind. Tower told us cleared touch and go 27L. I called back to verify 27L since we were in right traffic, they verified by saying switch to 27L cleared touch and go. I responded confirming that call. While I was on the radio, Craig reduced power to descent by 100' to 1500' which standard procedure when going around the mountain (standard pattern for 27R). We turned base at this point and Craig went to add power to keep us from getting too low, at that point Craig stated there's no throttle. I immediately took the flight controls, pumped the throttle repeatedly and told Craig to switch tanks from right to left, he did so, I was looking for a place to go, there was nothing but Wintergardens or 2nd street. At this point I did a quick sweep of the

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

Operator/Owner Safety Recommendation

Until we know what happened with the airplane, i.e. why didn't the throttle respond, i don't have any recommendations.

See "Pilot Statement Continued:" below

ADDITIONAL INFORMATION *(Please type or print in ink)*

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

I need to note because there is no place above to put it, the engine had the bottom end overhauled 1405 hours ago, so the total time on the engine is over 2000 hours but the bottom only had 1405 hours. Cylinders all still had great compression and the mechanic told me there was no reason to replace them if they still had compression in the 70's. this is all noted in the engine logbooks, Engine log #1 has the overhaul sticker form Southern Cal aircraft..

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

Date of this Report09/22/2017*mm/dd/yyyy***Signature of**

Signature: _____

Type or Print Name: Brian Fink

Digitally signed by Brian Fink

Date: 2017.09.22 10:24:12 -07'00'

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: _____

Title: _____

FOR NTSB USE ONLY**NTSB Accident/Incident No.**WPR17LA208**Reviewed by NTSB Regional Office**WPR**Name of Investigator**LINK**Date Report Received**9/26/2017

Pilot statement continued:

At this point I did a quick sweep of the panel and it appeared normal, I verified the fuel boost pump was on. Craig asked for permission to check mags, I granted, he was performing checks while I flew. I asked him to try pumping the primer to see if there was change, nothing, at this point I called mayday 87X power loss, they responded with can you make the airport, I said no, they asked souls on board, one of us responded with 2, I honestly cannot remember who, and I was solely concentrating on getting on the ground. We were lined up with Wintergardens I moved right to align with 2nd street, we were near power lines, I saw and felt us hit one set, I pushed the nose over to try and avoid another set I could see. I pulled in all three notches of flaps at this point to try to keep us up for a few more seconds. I don't know if I hit a second set of power lines at that point but I was told I only hit one set. I saw 1 white car on the road and hoped they would hurry up, then tried to move left a bit to avoid the power poles on the right, we then impacted a tree with the left wing and it spun us counter clockwise and we impacted the ground nose down. At this point I could no longer control the plane as we slid to a stop.

Once stopped I asked Craig if he was ok and he said yes. I could not un buckle my seatbelt since my weight was on it, I braced myself and Craig undid the belt, then I pushed open the door. We exited quickly and on the way out I told Craig to shut off the master as he went by. In our haste to exit, I think more than one switch was hit. We ran from the plane and yelled at others coming to help to get away from the plane as the left fuel tank was ruptured and leaking fuel. Within about 2 minutes an ambulance was there taking our vitals, neither of us was hurt, thankfully, so we refused medical treatment. At no time during this descent and emergency landing did we hear any pops, or other mechanical sounding problems, it seemed the engine was at idle. I did not specifically look at the RPM but I could hear the engine running, it seemed smooth, the prop did not stop as far as i can tell, I would have noticed if it had since my eyes were looking outside as soon as I lined up with 2nd street.