

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: Granger State: TX
 ZIP: 76530 Country: USA
 Latitude: _____ Longitude: _____
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 08/21/2018 Local Time: 12:55
mm/dd/yyyy Time Zone: CST

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

AIRCRAFT INFORMATION

Registration Number: N530FU
 Manufacturer: McDonnell Douglas
 Model: 530FF
 Serial Number: 0005F
 Year of Manufacture: 1984
 Amateur-Built: ☐ Yes ☒ No If Yes: ☐ Kit/Plans Make: _____
☐ Original Design

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

Maximum Gross Weight: 3100.0 lbs
 Weight at Time of Accident/Incident: 2645.5 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
☐ Certificate of Authorization or Waiver (COA)
☐ None
- Special**
☐ Restricted
☐ Limited
☐ Provisional
☐ Special Flight
☐ Experimental
☐ Special Light-Sport
☐ Experimental Light-Sport
☐ 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/Serial	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	Rolls Royce	250-C30	CAE - 895883		650	14898.7	9.6	748.1
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 08/13/2018

mm/dd/yyyy

Airframe Total Time: 17399.2 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: Air-One Sandpoint HelicoptersCity: SandpointState: IDZIP: 83864Fractional Ownership Aircraft: ☐ Yes ☒ NoCountry: USA**Operator of Aircraft**☐ Same As Registered Owner☐ Same Address as Registered OwnerName: Brunner Aerospace, LLCCity: GeorgetownDoing Business As: Utility Aviation, IncState: TXZIP: 78628

Air Carrier/Operator Designator (4 Character Code): _____

Country: USA**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 135)
☒ 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: NA - Incident was not near an airport

Airport Identifier: _____

Proximity to Airport: ☐ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A

Distance From Airport Center: _____ sm

Direction From Airport: _____ degrees true

Airport Elevation: _____ 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 ☐ Visual
☐ VOR/DME ☐ Localizer Only ☐ Contact
☐ TACAN ☐ LOC-back course ☐ Circling
☐ RNAV ☐ 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: Michael City of Residence: Dothan
Middle Initial: W State: AL ZIP:
Last Name: Hawley Country: USA
Age at time of Accident/Incident: 58 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>05/12/2018</u> mm/dd/yyyy

Medical Certificate Limitations

Must wear corrective lenses

Medical Certificate Special Issuance

Date of Last Flight Review
or Equivalent, Including
FAR 121/135 Checks: 01/26/2017
mm/dd/yyyy

Flight Review Aircraft

Make: Mcdonnell-Douglas
Model: 530FF

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

N/A

Student Endorsements (Include dates)

N/A

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	7,000	700			1,950					
Pilot in Command (PIC)										
Time as Instructor	3,300									
This Make/Model										
Last 90 Days		109								
Last 30 Days		31								
Last 24 Hours		4								

"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: Ahmad City of Residence: Amman
 Middle Initial: State: ZIP:
 Last Name: Al Khawaldeh Country: Jordan
 Age at time of Accident/Incident: 27 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) (Check all that apply) <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			
☐ 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></u> mm/dd/yyyy														

Medical Certificate Limitations

Medical Certificate Special Issuance

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u></u> mm/dd/yyyy	Flight Review Aircraft Make: <u></u> Model: <u></u>
--	--

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										
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: <u>NA</u> City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ 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: <u>NA</u> City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ 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	Age
First Name: <u>NA</u> 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	☐ Under 5 years 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	☐ Under 5 years 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	☐ Under 5 years 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	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown

FLIGHT ITINERARY INFORMATION

Last Departure Point Airport ID: <u>KGTU</u> City: <u>Georgetown</u> State: <u>TX</u> Country: <u>USA</u>	Time of Departure Time: <u>12:05 pm</u> Time Zone: <u>CST</u>	Destination Airport ID: <u>KTPL</u> City: <u>Tempe</u> State: <u>TX</u> Country: <u>USA</u>	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: <u> </u> 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:
 Observation Time:
 Time Zone:
 Distance from Accident Site: nm
 Direction from Accident Site: 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

Ceiling

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

Temperature: (C) or (F)

Dew Point: (C) or (F)

Altimeter Setting: in Hg
 or MB

Lowest Cloud Condition Height

 ft agl

Ceiling Height

 ft agl

Wind Direction

☒ Variable

-or-
 Direction: degrees true

Wind Speed

☒ Calm
☐ Light and Variable

-or-
 Speed: 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:

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 is a total loss due to high temperature fire. Scorched earth at crash site.

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.

Please see attached document entitled "Narrative."

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

Operator/Owner Safety Recommendation

Cannot speculate until investigation is complete.

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.)

Currently unknown

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)

91 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

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

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

09/11/2018

mm/dd/yyyy

Name of Pilot/Operator:

Signature:

- or -

☐ Check here to electronically sign this document**If a Person Other than Pilot/Operator is Filing Report**

Name: Aimie S. Randall

Title: Executive Administrator

Signature:

Aimie S.
Randall/A0109800000162E4SD0FD5
00000000
Digitally signed by Aimie S.
Randall/A0109800000162E4SD0FD5
DN: cn=Aimie S. Randall, o=NTSB

- or -

☐ Check here to electronically sign this document**FOR NTSB USE ONLY**

NTSB Accident/Incident No.

WPR18FA232

Reviewed by NTSB Regional Office

WPR-AS

Name of Investigator

E Simpson

Date Report Received

9/11/18

Boyd A. Tackett III – 22 Aug 2018

Narrative concerning the events prior to and subsequent to the aircraft accident (N530FU) on 21 Aug 2018. All times listed are in 24 hour Military Time.

General Description of Program -

“Brunner Aerospace, LLC, (BALLC) has been contracted by the US Department of Defense, (DoD) Security Assistance Training and Management Organization (SATMO) to provide the Jordanian Air Force (JAF) MD-530F Pilots (formerly the Jordanian Army, Prince Hashim Royal Brigade [PHRB] Special Operations Aviation Brigade [SOAB]) MD-530F Emergency Procedures Re-currency Training. This contract consists of a variety of different training, which includes full autorotation touchdown maneuvers (throttle at idle), hovering autorotations of various types, and anti-torque maneuvers to touchdown as well as Night Vision Goggle (NVG) emergency procedures (non-touchdown) and weapons firing from the cockpit. Utility Aviation, Inc., a wholly owned subsidiary of BALLC is the operational flying organization executing this contract.”

NOTE: Due to the extreme temperatures in the afternoons, I made the decision on Monday afternoon to shift the takeoff time on Tuesday morning to as close to 0700 as possible as we had done with the two previous classes. Mike was staying at the same hotel as the JAF pilots, so he took the first sortie on these early morning flights since I have an approximate 40 minute drive to get to the airport. The GTU Fixed Base Operation (FBO) opens at 0700. Due to the proximity of lightning and severe thunderstorm experienced on Monday afternoon, refuel was not available upon Mike's landing, so the aircraft still needed refuel Tuesday morning. This took approximately 20 minutes to pull the aircraft out of the hangar and to refuel the main and auxiliary fuel tank. At this point Mike and the JAF pilot would have preflighted, strapped in and cranked the aircraft for departure. For flight tracking purposes, Mike and I always include a third person on the string. Most of the time that is David Fisher, the UAI Chief Pilot, but has also included at various times such as the night sorties, John Brunner, the CEO and Aimie Randall, my Executive Assistant who lives in Colorado. Tuesday's flights included David Fisher.

21 Aug 2018 Timeline for Boyd “Skip” Tackett:

0600 – Wakeup at home

0730 – Depart Home in Harker Heights, Texas.

0730 – Received Launch Text from Mike Hawley in N530FU. (Mike was flying 1LT Ahmad Khawaldeh on the first of his two sorties for the day)

“Off GTU to TPL 2.4 Fuel 0730” (Taking Off from the Georgetown Airport to the Temple Airport. 2.4 hrs of fuel. Time 0730 hrs.)

NOTE – This was 1LT Khawaldeh's and 1LT Alsmadi's first flight day in the program. It consisted of Emergency Procedure Sortie 1 and 2, described below

0730 – I acknowledged via Text “Roger”

0805 – Arrive at the Georgetown Airport Facility

0810 – Met with the other JAF pilot for the day, 1LT Hasan Alsmadi. Reviewed the flight records and had a cup of coffee. We made small talk until approximately 0830, then I returned to my office to work on some administrative issues for a few minutes until Mike returned.

0914 – Received Text from Mike Hawley stating “D and S GTU 09:15”. (Down and Safe at Georgetown 0915)

0915 – Myself and David Fisher both acknowledged and texted “Roger”.

0915 – I walked over to the classroom area and met with the pilots and Mike to discuss the flight. The aircraft fuel order was placed with the GTU flight line staff. Mike and I talked for a few minutes about the air traffic at Temple, the status of the aircraft and how the pilot had done while the aircraft was being refueled.

0945 (approx.) Myself and 1LT Hasan Alsmadi walked to the aircraft and I did a preflight. The aircraft looked fine and we strapped in and I started the aircraft. We departed at 1000 hrs for Temple, Texas. Mike began filling out the gradeslip for the flight just accomplished in the appropriate Aircrew Training Folder.

1000 – I sent a text to Mike and David Fisher – “Off GTU for TPL at 1000 with 2POB. Fuel 2.5” (Off Georgetown to Temple at 1000 hrs with 2 personnel on board. Fuel state 2.5 hours)

1000-1140 – I flew N530FU to Temple, Texas and completed **Emergency Procedures Sortie 1**. This sortie consisted of performing the following emergency procedures: Trim Motor Failure, Governor Failure with manual throttle operations, hovering autorotations, hovering autorotations with forward airspeed, standard autorotations from altitude to full touchdown with throttle at flight idle and ground idle positions. This flight was accomplished with no issues. The second flight period of the day for each pilot would be **Emergency Procedures Sortie 2** and would consist of a local area orientation and the remainder of the maneuvers such as anti-torque failures, low level autorotations, slopes, pinnacles, confined areas and so on.

1140 – Landed at Georgetown on the dolly and shutdown. Sent a text to Mike and David stating “Down safe at GTU”. (Down safe at Georgetown Airport)

1140 – Received an acknowledgement from David stating “Roger”.

1145 – Postflighted the aircraft, placed the fuel order with the GTU Jet line staff and walked back to the classroom.

1145 – Discussed the flight with Mike and told him I had no issues with the aircraft. I began filling out the gradeslip in the Aircrew Training Folder. Myself, Mike and the two JAF pilots were talking and laughing while they were waiting on the aircraft to be refueled.

1155 – Mike and 1LT Khawaldeh departed the classroom for the aircraft. Both individuals were in a good mood and smiling as they walked out. Mike stated he would see me in about an hour and a half or so.

1205 – Text received from Mike stating “Off GTU to TPL 2.4 fuel 12:05” (Off Georgetown to Temple. 2.4 hours fuel state. 1205 hrs.)

1205 – Text received from David stating “Roger”. (Once I saw that David had acknowledged the text, I continued to fill out the gradeslip)

1223 (approx.) – I had received a phone call right after I had finished filling out the paperwork for the flight. While I was on the phone, I received an incoming call from Joseph D’Atillio. Joseph is one of the sons of the aircraft owner, Ken D’Atillio. The ELT alert information listed the D’Atillio organization as the contact point. I did not answer the phone and continued the call. He immediately called back and I finished up my phone call.

1225 (approx.) – Phone call completed and I called Joseph D’Atillio back. He informed me that he had received a call from the Rescue Coordination Center stating that the ELT (Emergency Locator Transmitter) was transmitting from N530FU and that the location was “NOT CLOSE TO AN AIRFIELD”. I told him that Mike had just taken off a few minutes before, was headed to Temple and that and I needed a location to try and confirm it was not an erroneous signal since that didn’t make any sense. He said he would call me back.

1225 (approx.) – I called the Temple Airport and spoke with Mason (Crash Rescue personnel) and I asked if Mike had made any calls on the Unicom Frequency of 123.00 at the airport. The crash rescue monitors the frequency. Mason stated NO, but the aircraft had been there earlier and he hadn’t heard from it in a while. I told him that had been me and that Mike should be there by now. I asked him to walk outside and please listen and look to see if the aircraft was in the pattern. He told me to wait and was gone approximately 30 seconds. When he returned, he stated he did not see or hear the aircraft in the pattern. I thanked him and asked him to call me if he heard from him. I then called the Georgetown Tower Chief and asked him if they were in contact with N530FU. They stated NO, so I told them I had a potential situation developing with an ELT signal and asked if they would make a broadcast call on 120.225 to see if he answered. They asked me to hold and when they came back on the line, I was told that they did not have contact with the aircraft, but they had received a report from a Ham radio operator that an aircraft had crashed near Granger Lake. I thanked them and told them I would be spinning up another aircraft and would be contacting them shortly for departure to that vicinity.

1230 (approx.) – I received a call back from Joseph D’Atillio with the coordinates provided to the ELT transmitting location. N30 40.2 W 097 23.48. While I was talking to Joseph, his brother Jeremiah D’Atillio tried to call me. I wrote down the coordinates and told Joseph I was launching and would call him back when I could. I then called Jeremiah and told him I had just talked to his brother and had the coordinates. I thanked him for the phone call, told him I was launching and hung up.

1235 - 1250 (approx.) – I plotted the coordinates on my iPad in Foreflight and saw the position was near Granger Lake, due East of the airfield. I called John Brunner and gave him a quick explanation of the situation and what had transpired. I told him I was launching on a Search and Rescue mission since the status was unknown at the time and that it would be about a 15 minute flight to the area. I told 1LT Alsmadi what was going on and to grab my medical backpack in the classroom and 10 bottles of water and I’d meet him at the aircraft. I grabbed my iPad mount, the Stratus ADS-B radio and headed into the hangar to quickly preflight the ASTAR. I told Troy, the GTU Line Chief that I needed the aircraft pulled out for an immediate launch and that Mike was potentially down. He asked if I needed fuel and I stated

NO. He immediately jumped on the tug and we hooked up the dolly and I assisted him in spotting the aircraft out of the hangar and he pulled it to the launch site. I quickly walked back into the classroom area to make sure I had everything I potentially needed at the site, told the 1LT to follow me and we quickly walked to the aircraft. I did a quick preflight and told him to strap in. I got into the right seat and strapped in and realized that I had forgotten the headsets, so I unstrapped, ran back to the hangar and grabbed two headsets, then ran back to the aircraft. I handed a headset to the 1LT and I jumped back into the right seat, fastened the safety belt and started the aircraft. I checked the AWOS, contacted tower and requested an immediate low level departure to the East towards Granger Lake. I was immediately cleared for takeoff and we pulled pitch at 1311 hrs.

1311 – Takeoff from Georgetown.

1312 (approx.) – An inbound aircraft to Georgetown called tower and stated that they had just been in that area and had seen first responders at an aircraft crash site. I acknowledged monitoring that call and asked told tower I would like to stay up on frequency with them. They acknowledged and stated that was fine. They gave me a bearing and distance from the airport to the location they had been given of the site. We flew at maximum speed to that vicinity.

1321 (approx.) – We arrived in the vicinity of the plotted location of the coordinates given for the ELT location near Granger Lake and began our visual search. I had anticipated a fire, but we saw no smoke anywhere in any direction and could not find anything. Initially we spotted a large contingent of construction vehicles to the West of the lake that we thought might be the crash site, but it was a construction crew. We later found out from the Texas State Trooper that was the accident scene commander that the construction crew had heard what they thought was some kind of mechanical issue with the aircraft as it went overhead.

1322 (approx.) – As we turned the aircraft back to the West from the Lake, I spotted a red flashing light on a vehicle and we quickly figured out that was the crash scene. As we approached the area, I did a low reconnaissance at approximately 200' – 300' agl to confirm the layout of the scene, vehicle locations, winds, possible landing areas, noted all wires in the area and other obstacles, and saw the impact scar and burn marks from the fire. The crash site was located in the middle of a large cotton field and it was obvious that the aircraft was totally destroyed. At that point I could see two bodies lying next to the wreckage and knew that Mike and Ahmad were deceased. I climbed to approximately 800' agl and contacted the Georgetown Tower and told them we were going to land and would be off frequency for a while. They acknowledged and I selected a safe landing zone close the crash site where I landed the aircraft. I immediately shut the aircraft down and as the rotors were slowing down, I was approached by two Texas State Troopers. I motioned for them to remain clear of the rotor, and once the rotor had stopped, I unstrapped and exited the aircraft. The site had not been secured at this point as first responders were still on scene and additional police vehicles were arriving.

1325 – 1515 (approx.) – After exiting the aircraft, I told the Troopers who I was, gave them my business card and told them the crashed aircraft was mine. I advised them that both of the occupants were pilots and were part of my organization. I also advised them that this was a Department of Defense contract and that one of the pilots was a foreign military officer. They confirmed to me at that time that both pilots were deceased and warned me that the wreckage still had a live high voltage wire attached to the wreckage or in the near vicinity and not to approach it. They told us the power company was in the process of getting it shut off. I was wearing my Multi-Cam Two Piece Nomex flight suit and was armed

with my Glock pistol, as is my normal flight uniform. The Jordanian pilot Alsmadi was wearing shorts and a t-shirt and had no identifying clothing marking him as a foreign national. He was not carrying any weapons at all. Neither Mike nor Ahmad were armed and were not carrying any live ammunition aboard the aircraft. I gave the State Trooper Alsmadi's identifying information since there is a bit of a language barrier since they speak Arabic as their native language and have a heavy accent when speaking English. I also told the officer he was a foreign military officer. I spoke with the officers for about 20-30 minutes off and on and answered questions about the aircraft such as fuel capacity, serial number, Mike's and Khawaldeh's identifying information and so on. I informed everyone on site that I spoke with of the religious affiliation of the Jordanian pilot as a Muslim, that there were certain protocols concerning the swift handling of the remains, no autopsy etc., that would be observed. I also told them this was a DoD program. The officer stated he had been notified of the crash at approximately 1218 via his radio. As more officers and crash responders and others arrived, we moved closer to the wreckage and I saw the bodies of Mike and Ahmad. I could identify both from their clothing and physical characteristics even from the distance we were at. (Approx. 15-20 meters) When the Judge arrived, I spoke with her assistant and provided as much information about Mike and Ahmad as I could while the Judge went out to confirm they were deceased. The investigating officer came back several times to either ask additional questions or to inform us of what was going on. It was during this period that he informed me that the construction crew we had seen earlier had seen the aircraft just prior to the crash and that they had heard something that led them to believe the aircraft was having a mechanical issue prior to the wire strike and impact. He called another officer on his radio and asked them to please take a statement and get back with him. During this time period I made several phone calls. I first called John Brunner, the CEO of Brunner Aerospace and informed him that both of the pilots were deceased and that the aircraft had been destroyed. We discussed the Emergency Response Plan and I told him what all I had done, what I had observed on site and who I had talked with to that point. I then called Joseph D'Atillio and informed him the aircraft had crashed, was destroyed and that both pilots were deceased. I then called the Jordanian Class Leader and informed him of the accident and told him both pilots were deceased. I then moved away from the immediate vicinity of all personnel and called my wife, then Mike Hawley's wife and informed them of what had happened. We spoke for about 5 very emotional minutes. After that I had several different officer's approach and ask us various questions. Everyone was very respectful and were making sure we had water (it was 104F) and were OK. Almost everyone expressed their condolences at the loss of our friends. The Williamson County Crisis Response team came over and talked with us for a few minutes. They offered their services if we need them. I thanked them and the 1LT and I politely declined. I spoke with the Judge after she had certified the deceased and she informed me that the bodies would be taken to a local facility to try and positively identify the bodies. I informed her of the fact that 1LT Khawaldeh was a Muslim, that he was a Foreign Military Officer and that there would be no autopsy. She acknowledged the information. A vehicle from Beck's Funeral home pulled up close to the wreckage and the bodies were put into body bags and then into the vehicle. Once that had been accomplished, I told the 1LT we were going to fly back to Georgetown. I started the aircraft and we took off and returned to the Georgetown airport.

1537 (approx.) – Departed the crash site and returned to Georgetown Airport. When I called for clearance to land, the Georgetown tower made a very heartfelt call about our loss. I was too choked up to respond with much.

1550 (approx.) – Landed at the Georgetown airport. I landed on the dolly and shut the aircraft down. The GTU Jet General Manager and Line Chief met us at the aircraft and expressed their condolences. I thanked them and asked them to please pull the aircraft into the hangar. David Fisher, the Chief Pilot for Utility Aviation, Inc. (UAI) had driven up from San Antonio and we discussed what I had seen at the crash site and I informed him that Mike and Ahmad were deceased.

1550 – 1930 - We rode back to the hangar in the golf cart and once in the classroom we discussed securing the various records, Mike’s possessions and what additional steps still needed to be taken, etc.. David had already begun gathering the various records for the investigation team. I called John Brunner back and we had a long conversation about the crash site, the handling of both bodies and what instructions I had provided to the Officer in Charge and to the Judge, my impressions of what I had seen at the site, and what the next steps would be in the Emergency Response Plan. We also discussed the conversation with Mike Hawley’s wife. I returned to my office and began the first of many coordination phone calls such as notifying the hotel manager of what had happened and that we would need access to the two rooms to obtain personal belongings, etc.. I also spoke with our FAA Principal Operations Inspector Mr. Frank Fortmann, the NTSB lead investigator, and so on.

1930 (approx.) – Departed Georgetown Airport for home.

2010 – Arrived home in Harker Heights.

-----END OF NARRATIVE-----