

From: [REDACTED]
Sent: Thursday, November 30, 2017 3:34 PM
To: Little Thomas <[REDACTED]>
Subject: RE: WPR18LA015 N8494K, G-164B, Tracy, CA NTSB factual narrative draft report for party review

Hi Tom,

Here is my accident report PTRS statement...

10/24/17 This Accident assigned to Inspector David Jensen by FLM Prater.
FSDO Local 2017 # AWP27017, AQTA #A-WP-27-18-0003 and NTSB # WPR18LA015.
N8494K aircraft accident on a private airport, Haley Flying Service, NW Tracy. Ca.
A Schweizer Ag Aircraft G-164B landed and on roll out pilot lost control of aircraft, spun around to the left and hit a dirt levy berm.
Aircraft had sustained substantial damage to right wings, landing gear, fuselage belly and empennage.
The aircraft pilot was not injured.
NTSB IIC Thomas Little.

Went to Haley Flying Service to investigate accident.
Pilot Tyler Haymore and owner of Haley's Flying service Gary Del Carlo accompanied me to accident scene.
Found aircraft on the south side of Haley's runway facing south east. Aircraft had clearly spun to the left with the fixed right main gear broken off and aircraft came to rest partially up on a dirt levy berm.
The right upper & lower wings were damaged severally, with bent/broken wing struts.
Aircraft had skidded off runway in a left turn approximately 70 to 50 feet before stopping.
Many pictures taken.
Aircraft sustained substantial damage to right lower and upper wings, wing struts, engine aft cowling and belly of fuselage.
Spraying mechanism on lower fuselage was destroyed.
All flight controls accounted for, right ailerons damaged and it appeared that the tail flight controls were not damaged.
No Airworthiness, no registration and no AFM found on aircraft.
Inspected aircraft logbooks and found aircraft is out of annual inspection since 9/2014.
NTSB and FAA ASI declared damage substantial after discussions and reviewing pictures.

With the right gear broken off, I inspected the brake liners, brake disc and tire, all of which appeared to be in good condition. There is no gear/brake "well" with the fixed gear but the brake fluid line on the right side which was torn apart from the right gear seemed ok, quality wise. And I did get into the cockpit, actuated the brake/rudder pedals and the left gear brake worked ok, but of course the right did not because of the broken off brake line. The brakes are two independent systems with their own reservoirs. Those reservoirs are under floor panel, so I was not able to check their fluid levels.

10/24/17 Received Mr. Haymore statement of flight as follows...

Good morning David, here is my account of what happened yesterday.

First thing in the morning myself and the other pilot here at Haley Flying service Jeff, pre-flighted the airplane and got me familiarized with it. We then talked for about a half hour of where some safe areas are to fly where there aren't any power lines, and he also told me about an air strip nearby to practice a few landings before I landed back at Haley flying Service. Once the plane was running for a little while and warmed up, I did my run up and took off. I flew to the other side of the canal and performed some basic turns to get comfortable with how the airplane flew. Once I was comfortable I found an empty field without any field workers or obstacles anywhere near there and I simulated working a field to practice flying the light bar. After I finished flying the field I flew over to "New Jerusalem" air strip to practice some take offs and landings. I did a touch and go and then two full stop landings and I felt comfortable to come back to Haley strip and land. Once I flew back to Haley, I over flew the runway to make sure that the runway was clear for me to land. I then flew back around to the east end of the runway, got the plane slowed down and trimmed for landing and made my approach. Once I knew that I had cleared the wires and made the runway I pulled the power back to idle and glided down to the runway. When I was just over the runway I flared the plane, and had a very smooth touch down. When I was on my roll out after touch down I felt that I hit a bump that caused me to bounce a little bit and the plane started to go to the left. I tried to correct it with right rudder, but I do not think there was enough wind over the rudder to be effective. I then tried to use right brake to bring the plane back, but it felt as though the right brake was un effective as well and I continued off the left side of the runway. Once my left main landing gear went off the runway it turned the plane more sideways to the left and then the right main gear caught in the dirt and broke off. I then slid up to the embankment next to the ditch and the impact killed the engine. I quickly shut the fuel off, turned off all of the electrical and climbed out of the airplane.

10/26/17 Received more pilot information with his current flight times, medical certificate, bi-annual review date, etc.

Some accident investigation process, review, info research/compile and ATQA data entry performed while telecommuting 10/2/17.

Incident report "Narrative" information as follows...

A Schweizer Ag Aircraft G-164B N8494K took off from Haley Flying Service's private Airport in Tracy, Ca. for a training mission, pilot performed landings/take offs at a New Jerusalem airport and then returned to Haley's private airport. Aircraft landed and on roll out pilot lost control of aircraft, spun around to the left and hit a dirt levy berm.

Aircraft had sustained substantial damage to right wings, landing gear, fuselage belly and empennage.

The aircraft pilot was not injured.

Accident report "Explanation of issues Involved" information as follows ...

At the crash scene pilot claimed brakes may have been mushy but later claimed that aircraft just got away from him.

Pilot has Ag aircraft experience, but this was his first flight in this aircraft and at Haley Flying service with landing at this particular airport. This airport does have bumps and berms and is not very smooth.

Aircraft was found out of annual inspection.

Recommend counseling of airman with remedial training and possible enforcement of aircraft being allowed to operate out of annual.

11/29/17 Closed Accident report this date.



**Federal Aviation
Administration**

David T Jensen
Aviation Safety Inspector
Airworthiness Avionics

**Oakland FSDO
Flight Standards District Office**

Alameda, CA 94502-7083



Please consider the environment before printing this email.