

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility: NM-11	2. Report Number: ANM1119022
		3. Aircraft Identification and Type: N6116M Stinson	
4. Location of Occurrence: Caldwell, Idaho		5. Date & Time of Occurrence (UTC): 06/27/2019 1235Z	
6. Name (Operating Initials): Lonny J Gendall	7. Title: Aviation Safety Inspector	8. Position and Time (UTC): (ATC Use)	
9. Complete in accordance with FAA Order JO 8020.16, <i>Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting</i>, Chapter 7, paragraph 5, FAA Form 8020-26, <i>Personnel Statements</i>. The personnel statement is prepared and used to provide information concerning the circumstances that cannot be retrieved via some type of recorded data source. Facts concerning what was observed and what actions were taken may not have been completely captured. Use this statement to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be signed by you, and your signature below certifies the accuracy of this statement. The statement will not be edited and once signed, will constitute your original statement.			
10. Text of Statement:		☒ ORIGINAL ☐ SUPPLEMENTAL	
I arrived on scene at approximately 0900 hours local time with Inspector Hansen to find the Stinson resting upside down on the Caldwell airport property in Idaho. The airport property line fence had 2 sections torn down that appeared to be struck by the aircraft and the aircraft was flipped over resting upside down just on the inside of the fencing. I spoke with the private pilot who was uninjured due to his seat belt harness that was installed whom stated that his flight departed Caldwell airport with the intention of conducting pattern work locally. The pilot stated that his engine stopped running at the end of his down wind leg. The Pilot then stated that his flaps were down and he begun his descent for his base leg. The pilot then stated he attempted to restart the engine with only checking the magnetos and was unable to restart. He then turned base leg and then turned onto final. The pilot stated he raised his flaps to glide better on final when he thought he might not make it. The aircraft struck a farm south of the roadway off airport property damaging roughly 5 square feet of ground crop, the aircraft bounced and struck the top of an irrigation berm between the farm crop and the roadway leaving tread marks for approximately 4 feet long along the berm and on the roadway. The aircraft appeared to leave the ground one more time to what appeared to be the nose cone, propeller and gear striking the fence resulting in damaging and bringing down the 2 sections of the property line fencing resulting in flipping the aircraft upside down on airport property. I inspected the aircraft and found the flaps to be in the up position. The nose trim was trimmed 3/4 nose up and the Carburetor heat was in the off position. The aircraft was not void of fuel nor void of oil, and the air filter was not blocked from the outside. Upon removing the engine cowlings Inspector Hansen and myself noticed a nylon lock nut on the engine casing as well as a can of sorts attached with a house screw to the heat exchanger. The pilot stated that he conducts his own preventative maintenance.			
11. Signature: LONNY J GENDALL		 Digitally signed by LONNY J GENDALL Date: 2019.07.12 09:10:50 -06'00'	12. Date of Signature: 7/12/19