

NATIONAL TRANSPORTATION SAFETY BOARD

NTSB Form 6120.1

PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

Email the pilot/operator aircraft accident/incident report to the investigator-in-charge of your accident/incident. If email is not available, mail the report per the instructions below.

If your accident/incident occurred in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, the District of Columbia, Puerto Rico, or the US Virgin Islands, send the form to: NTSB, ERA, 45065 Riverside Parkway, Ashburn, VA 20147.

If your accident/incident occurred in Ohio, Michigan, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri, Arkansas, Louisiana, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Colorado, or New Mexico, send the form to: NTSB, CEN, 4760 Oakland Street, Suite 500, Denver, CO 80239.

If your accident/incident occurred in Montana, Wyoming, Idaho, Utah, Arizona, Nevada, Washington, Oregon, California, Hawaii, or the territories of Guam or American Samoa, send the form to: NTSB, WPR, 505 South 336th Street, Suite 540, Federal Way, WA 98003.

If your accident/incident occurred in Alaska, send the form to: NTSB, ANC, 222 West 7th Avenue, Room 216, Box 11, Anchorage, AK 99513.

Rules pertaining to notification of aircraft accidents and incidents, as well as overdue aircraft are found in 49 Code of Federal Regulations (CFR) Part 830 http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfr830_main_02.tpl. These rules state the authority of the NTSB, define accidents, incidents, injuries, and other terms, and provide procedures for initial and immediate notification of accidents and incidents by aircraft pilots/operators.

A. APPLICABILITY

The pilot/operator of an aircraft shall send a report to the office listed above, based on accident/incident location; immediate notification is required by 49 CFR 830.5(a). **The report shall be filed within 10 days after an accident for which notification is required by Section 830.5, or after 7 days if an overdue aircraft is still missing.**

An aircraft accident, as defined in 49 CFR 830.2, is determined as an occurrence that involves a fatality or serious injury, or substantial damage to the aircraft. For occurrences that do not involve a fatality, the determination that the occurrence is an accident can be appealed by writing to the Director, Office of Aviation Safety, NTSB, 490 L'Enfant Plaza, S.W., Washington, D.C. 20594.

INSTRUCTIONS TO PILOTS/OPERATORS FOR COMPLETING THIS FORM

It is necessary that ALL questions on this report be answered completely and accurately.

If more space is needed, continue on a blank sheet of paper.

Nearest City/Place: Use the name of the nearest community in the state where the accident/incident occurred.

Date/Time: Indicate the date and local time of the event. Be sure to indicate the time zone.

Phase of Operation: Indicate the phase of operation during which the accident/incident occurred.

Aircraft Information: Enter aircraft make and model information as indicated on the aircraft registration certificate, including series. If the involved aircraft is certified as "amateur-built," include the name of the producer of the kit or plans, unless an NTSB employee instructs otherwise.

Maximum Gross Weight: Enter the certificated maximum gross weight for the aircraft involved in the occurrence. This should be the same as the maximum gross weight indicated on the aircraft weight and balance documents.

Engine: Enter engine make and model information as indicated on the engine data plate.

The NTSB uses this form for aircraft accident prevention activities and for statistical purposes. NTSB regulations (49 CFR Part 830) require that ALL questions be answered completely and accurately. Completion of this form will take approximately 60 minutes. The NTSB does not guarantee the privacy of any information provided in this form. You need not complete this form unless it displays a valid OMB control number, in accordance with 5 C.F.R. § 1320.5(b), which applies to this collection of information.

B. DEFINITIONS

1. "Aircraft Accident" means an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death, or serious injury, or in which the aircraft receives substantial damage. For purposes of this form, the definition of "aircraft accident" includes "unmanned aircraft accident," as defined at 49 CFR 830.2.

2. "Substantial Damage" means damage or failure that adversely affects the structural strength, performance or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component. NOTE: Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairing or cowl, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wing tips are not considered "substantial damage" for purposes of this report.

3. "Operator" means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

4. "Fatal Injury" means any injury that results in death within thirty (30) days of the accident.

5. "Serious Injury" means any injury that (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fracture of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Type of Fire Extinguishing System: If a fire extinguishing system was used to fight an aircraft fire, specify the type(s) of extinguishing system(s) used. Examples include handheld extinguisher, engine fire bottle, cargo/baggage compartment fire suppression system, or airport emergency ground equipment.

Owner/Operator Information: Enter the owner information as shown on the registration certificate. Commercial operators, enter the operator information, including "doing business as" when applicable, as shown on the operator certificate.

Revenue Sightseeing Flight: Indicate whether the accident aircraft was conducting revenue sightseeing operations under 14 CFR Part 91 at the time of the accident.

Air Medical Flight: Indicate whether the accident flight was being conducted for the purpose of carrying medical personnel, patient(s), or organs.

Public Aircraft: Federal, state or local government flight operations such as official travel, law-enforcement, low-level observation, aerial application, firefighting, search and rescue, biological or geological resource management, or aeronautical research. Indicate whether the flight was conducted by the armed forces, federal, state, or local government.

Purpose of Flight: 14 CFR Parts 91, 103, 133, 136, and 137. Indicate the type of operation that was being conducted at the time of the occurrence using the following definitions:

AERIAL APPLICATION--Operations using an aircraft to perform aerial application or dispersion of any substance. Examples include agricultural, health, forestry, cloud seeding, firefighting, insect control, etc.

AERIAL OBSERVATION--These flights include aerial mapping/photography, patrol, search and rescue, hunting, highway traffic advisory, ranching, surveillance, oil and mineral exploration, criminal pursuit, fish spotting, etc.

AIR DROP--Aerial operations, other than aerial application, that are intended to release items in flight.

AIR RACE/SHOW--Includes any flight operations conducted as part of an organized air race or public demonstration.

BUSINESS--includes all personal flying without a paid professional crew for reasons associated with furthering a business, including transportation to and from business meetings or work. This does not include corporate/executive operations, air taxi, or commuter operations.

EXECUTIVE/CORPORATE--Company flying with a paid, professional crew.

FERRY--Non-revenue flight under a special flight or "ferry" permit. Refer to 14 CFR 21.197 for details of special flight permit issuance.

FLIGHT TEST--Flight for the purpose of investigating the flight characteristics of an aircraft/aircraft component or evaluating an applicant for a pilot certificate or rating.

INSTRUCTIONAL--Flying while under the supervision of a flight instructor or receiving air carrier training. Personal proficiency flight operations and personal flight reviews, as required by federal air regulations, are excluded.

OTHER WORK USE--Miscellaneous flight operations conducted for compensation or hire such as construction work (not 14 CFR Part 135 operation), parachuting, aerial advertising, towing gliders, etc.

PERSONAL--Flying for personal reasons (excludes business transportation) including pleasure or personal transportation. This also includes practice or proficiency flights performed under flight instructor supervision and not part of an approved flight training program.

POSITIONING--Non-revenue flight conducted for the primary purpose of relocating the aircraft. Examples include moving the aircraft to a maintenance facility or to load passengers or cargo etc.

UNKNOWN--Use only if the primary purpose of flight is not known.

Other Aircraft--Collision: For all accidents involving a collision with another aircraft, including parked aircraft, check "Collision with other aircraft" under Basic Information and complete this section indicating details about the OTHER aircraft involved in the collision.

Airport Information: Complete this section if the accident/incident occurred on approach, landing, takeoff, departure, or within 3 statute miles of an airport. Please refer to the FAA Airport/Facility Directory or other official source for airport information.

Airport Identifier: Provide the official 3 or 4 character airport identifier number.

Runway: Indicate the number of the runway used, including L, R, or C if applicable.

Runway/Landing Surface: Indicate the type of intended runway/landing surface (do not indicate surface conditions). If the surface type was mixed, check all that apply.

Condition of Runway/Landing Surface: Indicate the condition of the intended runway/landing surface. If multiple conditions existed at the time of the accident, check all that apply.

Weather Information at the Accident/Incident Site: Indicate the weather conditions reported at the accident/incident site at the time of occurrence. If no weather reporting was available for the accident/incident site, indicate the reported conditions at the nearest reporting site. Specify the weather reporting site identifier, the observation time, and distance from the accident/incident.

Sky/Lowest Cloud Condition: Indicate the height above ground level of the lowest cloud condition present at the time of the accident/incident and whether coverage was reported as few, scattered, broken or overcast. Also indicate the height above ground level and coverage of the lowest cloud ceiling present at the time of the accident/incident (reported as broken or overcast).

NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs: Describe all NOTAMs (distant (D) or Flight Data Center (FDC), if known), AIRMETs, SIGMETs, and PIREPs in effect near the accident/incident.

Flight Crewmember Information: Indicate the category that best describes the capacity served by this flight crewmember at the time of the accident. The designators "Flight Crewmember 1" and "Flight Crewmember 2" do not refer to a specific pilot position or responsibility. If more than one pilot is aboard, they may be entered in any order and their capacity entered as appropriate.

Degree of Injury: See Definitions on the top half of Page 1 of the instructions. Minor injury is not defined. If an injury does not meet the criteria for another injury category, select Minor.

Date of Last Flight Review or Equivalent: Enter the date of the most recent flight review, or equivalent, completed by this pilot. Refer to 14 CFR 61.56 for accepted equivalents.

Type Ratings: List all type ratings on the pilot certificate. If the pilot holds no type ratings indicate "none." If the pilot holds a pilot certificate other than student and was flying an aircraft requiring an endorsement, enter the type and date of any logbook endorsement(s) for that aircraft. See 14 CFR 61 for examples of required endorsements.

Student Endorsements: If the pilot holds a student pilot certificate, enter all solo endorsements and dates on the student pilot certificate.

Flight Time: Complete the flight time matrix. Solo flight time should be included as "Pilot-in-Command (PIC)" and all dual flight instruction given should be included as "Time as Instructor."

Additional Flight Crewmembers: Complete this section if there were more than two required flight crewmembers on the aircraft. This also includes a check airman performing official duties but does not include cabin crew. State the capacity served by each included crewmember at the time of the accident.

Passenger(s)/Other Personnel: Enter identification and injury severity information for all passengers, cabin crew, and other personnel involved in the accident. See Page 1 of the instructions for the official definition of injury levels.

Several questions throughout the form allow for multiple responses; when appropriate, choose all responses that apply.

These Instructions only pertain to major issue areas covered by NTSB Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report. For additional definitions of questions and responses, please refer to www.ntsb.gov.

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: Idaho Falls State Idaho
 ZIP: 83401 Country: USA
 Latitude 43.5152 Longitude 112.0679
(Enter in decimal degrees or degrees minutes seconds)

Accident/Incident Date/Time

Date: 06/21/2023 Local Time 5pm
mm/dd/yyyy
 Time Zone MST

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

AIRCRAFT INFORMATION

Registration Number: N3531Y

Manufacturer: Cessna

Model: 182F

Serial Number: 18254431

Year of Manufacture: 1962

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

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

Maximum Gross Weight: _____ lbs

Weight at Time of Accident/Incident: _____ lbs

Number of Seats: 4 Flight Crew Seats: 2

Cabin Crew Seats: _____ Passenger Seats: _____

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/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	Continental	O-470-R	83924-2-R		230	1541.74	58.86	1541.74
Eng 2								
Eng 3								
Eng 4								

Last Inspection Type

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

Date Last Inspection: 04/03/2023

mm/dd/yyyy

Airframe Total Time: 4410.44 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: Handheld Fire Extinguisher

Propeller 1

- ☐ Fixed Pitch
☒ Controllable Pitch
☐ Ground Adjustable

Manufacturer: McCaughey

Model: 2A34C203-C

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: CJ3 Aviation LLCCity: Idaho FallsState: IdahoZIP: 83401Fractional Ownership Aircraft: ☐ Yes ☒ NoCountry: USA

Operator of Aircraft

☒ Same As Registered Owner☐ Same Address as Registered Owner

Name: _____

City: _____

Doing Business As: _____

State: _____

ZIP: _____

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

Country: _____

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 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 (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: Idaho FallsDistance From Airport Center: 0 smAirport Identifier: KIDADirection From Airport: 0 degrees trueProximity to Airport: ☐ Off Airport/Airstrip ☒ On Airport/Airstrip ☐ N/AAirport Elevation: 4744 ft msl**Runway Information**Runway ID 21 (L/R/C) Length 9002' ft Width 150' 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
☐ VOR/DME ☐ Localizer Only ☐ Visual
☐ TACAN ☐ LOC-back course ☐ Contact
☐ RNAV ☐ Circling
☐ 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: Colter

City of Residence: Idaho Falls

Middle Initial: D

State: Idaho ZIP: 83401

Last Name: Hansen

Country: USA

Age at time of Accident/Incident: 36 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

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

07/23/2020
mm/dd/yyyy

Medical Certificate Limitations

n/a

Medical Certificate Special Issuance

n/a

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

04/21/2023
mm/dd/yyyy

Flight Review Aircraft

Make: Cessna

Model: 182F

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

High Performance

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	248		248	2	11	1	9			
Pilot in Command (PIC)	202		202		11		9			
Time as Instructor										
This Make/Model										
Last 90 Days	18	18	18		2		3			
Last 30 Days										
Last 24 Hours	2	2	2							

"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: Paige

City of Residence: Idaho Falls

Middle Initial: _____

State: Idaho ZIP: 83401

Last Name: Hansen

Country: USA

Age at time of Accident/Incident: 35 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

06/27/2022
mm/dd/yyyy

Medical Certificate Limitations

n/a

Medical Certificate Special Issuance

n/a

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

mm/dd/yyyy

Flight Review Aircraft

Make: _____

Model: _____

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 ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ 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	42	40	40		4		2			
Pilot in Command (PIC)	1	1	1							
Time as Instructor										
This Make/Model										
Last 90 Days	42	40	40		4		2			
Last 30 Days	17	17	1		4					
Last 24 Hours	2	2	2							

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 ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign			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 ☐ Private ☐ Student ☐ Flight Instructor ☐ Recreational ☐ Sport ☐ Commercial ☐ Airline Transport ☐ Flight Engineer ☐ US Military ☐ Foreign			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	Available	Used	Inflatable Restraints	Age
First Name: <u>Blakely</u> City: <u>Idaho Falls</u> Middle Initial: _____ State: <u>ID</u> ZIP: <u>83401</u> Last Name: <u>Hansen</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other	☒ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☒ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	☐ None ☒ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ 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: <u>Saylor</u> City: <u>Idaho Falls</u> Middle Initial: _____ State: <u>ID</u> ZIP: <u>83401</u> Last Name: <u>Hansen</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	☐ None ☒ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ 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: <u>Tessa</u> City: <u>Idaho Falls</u> Middle Initial: _____ State: <u>ID</u> ZIP: <u>83401</u> Last Name: <u>Hansen</u> Country: <u>USA</u> ☐ Crew ☒ Passenger ☐ Other	☐ Left ☐ Center ☒ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	☐ None ☒ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ 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	☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ 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>U56</u> City <u>Rigby</u> State <u>ID</u> Country <u>USA</u>	Time of Departure Time: <u>4:15pm</u> Time Zone <u>MST</u>	Destination Airport ID <u>KAFO</u> City <u>Alton</u> State <u>WY</u> Country <u>USA</u>	Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No ☐ Unknown
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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)			Altitude of In-Flight Occurrence: <u>6221</u> ft msl
☐ 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	☐ Special ☐ Air Traffic Control Area ☐ Unknown

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information (Check all that apply)	Weather Observation Facility
☒ National Weather Service ☐ Flight Service Station ☐ TV/Radio ☒ Automated Report ☐ Commercial Weather Service (DUATS) ☐ On-Board Weather	Facility ID: _____ Observation Time: _____ Time Zone: _____ Distance from Accident Site: _____ nm Direction from Accident Site: _____ degrees true
☐ Company ☐ Military ☐ Internet ☐ None ☐ Unknown	

Basic Conditions ☒ VMC ☐ IMC ☐ Unknown	Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown ☒ Day ☐ Night ☐ Bright Night
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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 <u>11000</u> ft agl	Ceiling Height _____ ft agl	

Wind Direction ☒ Variable - or - Direction: _____ degrees true	Wind Speed ☐ Calm ☐ Light and Variable - or - Speed: <u>12</u> kts	Wind Gusts ☐ Not Gusting - or - Speed: <u>15</u> kts	Visibility <u>10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: _____ ft
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Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☒ N/A ☐ Unknown	Type of Precipitation (Check all that apply)	Restriction to Visibility (Check all that apply)
☐ None ☐ Rain ☐ Snow ☐ Hail ☐ Rain Showers	☐ Drizzle ☐ Freezing Rain ☐ Ice Pellets ☐ Snow Shower ☐ Snow Pellets ☐ Ice Pellets Shower ☐ Snow Grains ☐ Freezing Drizzle ☐ Ice Crystals	☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown

Icing Forecast	Icing Actual	Turbulence
Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown	Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown	Type (Check all that apply) ☒ None ☐ Clear Air ☐ Terrain-Induced ☐ Convective Turbulence
Type ☐ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown	Type ☐ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown	Severity ☒ Light ☐ Moderate ☐ Severe ☐ 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)*

Right main tire hit runway sign at KAFO, sheared the tire/wheel assembly from right main landing gear and strut. Main gear strut was still in tact, however, the slow grinding of the landing back in Idaho Falls caused for the strut to be pulled back on the fuselage of the airframe. Property damage was the damage to the runway sign at KAFO, Afton, Wyoming, which as been repaired to satisfaction of the airport authority and manager.

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 and location, services obtained, and intended destination. Provide as much detail as possible.

See attached in addition to the cutoff portion of the narrative below.

On June 21st, 2023 we set off on a normal, even routine, flight to Afton, Wyoming to visit family, attend the temple and make a couple of stops to properties and to visit with owners we hope to purchase in the near future. I decided to sit right seat as PIC to gain more experience flying from that vantage point, knowing that Paige will be getting her pilots license very soon and that we will get the opportunity to fly left and right seat and have that discussion regularly to decide who is PIC and who is co-pilot and what duties we will assume in our future flying careers. We recently heard a story from a good friend, who we will encounter later in the days events, recounting how the Gleim Training School couple, who flies as a couple, has to decide who are named pilot and co-pilot in the events of flight from departure airport to destination and that they step away from roles as husband and wife and become partners in aircraft and resource management to make sure the aircraft and the souls on board are safe for the duration of flight. On that note, leaving the hangar I clearly stated to witnesses Jared Taylor and Jared Griffith that I would fly right seat, and I would be Pilot in Command.

It was a normal spring/summer mid afternoon day for flying, the clouds were at 11 (one-one) and 12 (one-two) thousand feet, minimal turbulence and it was a straight shot with a mild deviation to the West of Caribou Mountain in the Caribou National Forest in Eastern Idaho as we transitioned to Western Wyoming into Afton, Wyoming. My wife, Paige, who is 25 hours into her flight training, soloed a few flight hours ago and looks forward to becoming one of few who gain her pilot's license as an expecting mother, of yet another girl, to complete four daughters for our family.

As such, Paige was on radios and I was on controls. Paige called at the hangars leaving Rigby, while I called to talk to traffic in the immediate Rigby area traffic and to announce our intentions for departure. Radios were her's to Afton, knowing that she was preparing to do a cross country the next day and would need to transition radio frequencies, talk to area traffic surrounding the waypoint and destination airports and this would be one aspect she could do to prepare in simulation of her flying with an instructor. Plus, we were going to make the trip anyways, and why not be involved as crew of the aircraft.

As we approached Afton, Paige called our positions, kept hands on controls in descent and let Afton area traffic know of our intentions to enter downwind for runway 16 (one-six). An aircraft who had recently landed called as we entered our downwind for runway 16 (one-six) to tell area traffic they would be on runway for 2 minutes. We communicated to find out their intentions and whether they were clear of active runway. They confirmed they were clear of active runway and we were now entering a short base, because of our downwind legs proximity to the airfield to a "long" one mile final for runway 16 (one-six). We came in slightly high according to the glide slope indicators reading four white (fly all night) until we settled in easily to the proper glide slope on target for airspeed, flaps, trim, power, prop in their proper positions to place this Cessna 182 Skylane safely on the ground. All indications read normal, cross wind effect seemed under control when as we heard the stall horn the first time we were a few feet above the tarmac, touched the right main down on the asphalt and with one bounce our right wing lifted was caught by cross wind and what felt like in short order had us moved off of runway center into the grass on runway left where we were at stall speeds, applying power, pitching forward to gain airspeed in a flaps "dirty" position (full flaps) for an intended full stop touch down. This aircraft configuration, full power now in, at stall speeds 2-4' above the grass with the stall horn blaring made this power up to climb out slow to respond, when a loud thud to the right indicated we hit something and it wasn't just the grass we were hovering over, it was a runway sign about four feet wide and two feet tall that we clipped with our right main landing gear. Paige asked, before any visual, "why are we flying crooked? Did we lose a tire?" I then had the "privilege" of looking out the right side of the aircraft to find out that indeed we were missing our right main landing gear, wheel strut still intact, but, no tire, no brake pads, just a vacant strut and brake line reaching out into the nothingness of air, above a surface one thousand feet above the ground and climbing.

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

Operator/Owner Safety Recommendation

Center Line 100% or go around

Aviate, Navigate, Communicate

Fly the airplane until you come to a full stop. It isn't over until you're done manipulating the controls while in motion.

Prayer calms, comforts and clarifies. Before, during and after an incident.

Train to fly in the seat you intend to execute missions in when conditions, passengers, weather may change.

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.)

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)

36 _____ 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

All exited on runway at KIDA for transport and aircraft right main landing gear strut put on dolly to transport to hangar.

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.

She was like a gazelle in high speed mode to get her seat belt off and leaped over our middle console into the back seat to some surprised girls, half asleep, naive and ignorant to the previous few minutes' events. This then allowed me, in autopilot, with monitoring and minor touches to the yoke of the airplane slide my cheeks from right seat to left seat, where I have 250 flight hours and several hundred landings vs 10 hours and 15 landings. Now, you might ask, why would you do this? You have your family, you have limited experience in the right seat, why take the risk, why not just sit in the left seat and fly the aircraft the way you are most familiar? All good questions and ones that I will be asking myself over and over again as I talk to the NTSB (National Transportation Safety Board), FAA (Federal Aviation Association), Airport Ground Control Idaho Falls, explain to my business partners, family and myself in the process of processing...How could this have been avoided? What went so wrong so quickly that we didn't recover fast enough from obvious go around to "skirting" off the runway barely above the dirt and grass, to clipping a runway sign to finally powering through to climb out to an airspace and headspace that allows me to think? All good questions of what happened but those answers aren't for the present... I still have 6 souls on board, a pup soul, and one of those human souls being our unborn daughter, expected in October, whose name is currently expected to be Piper Hansen, yeah aviation may have influenced it but Tessa our 9 year old had suggested a few days prior to this day. Back to our current position...we need to say a prayer and ask the Almighty for his guidance and safe keeping until we are home, safely on the ground and together without incident.

We are now north bound toward Alpine, we started with roughly 2.8 hours fuel on board and I have time and limited places to put this bird down safely. We've burned through .8 hours. We have 2 hours to make it to our final destination airport. What are my resources? Paige, I need batteries, I need my bluetooth to work so I can make some phone calls. Only two weeks earlier, Jared Taylor, my business partner and good friend replenished my battery stash because in my shut down procedures I simply don't turn my Bose A20 headset off, so it sits in my truck burning battery until they are smoked and I get to wear a sharp headpiece with only half its most significant features, which are the comfortable head/ear cups. While replacing batteries, my MacGyver mindset of landing on a moving truck, creating a solution to slow me down with moments notice went to work and then I thought, call Chip Kemper, Queen Bee Aviation, our mechanic who has taken us under his wing as the few of us partners in the plane have never owned an aircraft until this one we purchased in Spring 2022.

Okay, batteries changed, calling Chip...no answer...okay, ring him again, Chip answers, "Hi Chip, this is Colter, we have an emergency..." (silence) bluetooth had moved from my headset to my Apple AirPods, on which my 6 year old daughter was listening to music on my phone and it was now capturing my urgent phone call, this was handled after 3 attempts to try and switch back and give Chip only part of the emergent story unfolding in his lap, where he was, peacefully on the ground. Finally, a clear phone call. "Chip, we have an emergency, I am in flight over Afton, Wyoming, headed toward Alpine, Wyoming and I have lost my right main gear on my airplane. Can you help me?" After our exchange it was concluded that the destination airport was my decision and clearly Chip shouldn't/couldn't make it for me. I asked, "how do you land with missing landing gear?" He said, "Colter, you're going to do a soft field landing, you'll be fine and everyone on board will be fine. He reiterated, you're just going to do a soft field landing. Is anything else damaged on the airplane?" "No, all else is intact", I responded. "Okay, you're going to do a soft field landing and if all else on the aircraft is in good shape and you have enough fuel on board, Idaho Falls is the nearest towered airport, they will have emergency services there waiting for you and you can contact them on 118.5 (one-one-eight-point-five), tell them you are declaring an emergency, how many souls on board, your position and fuel."

With this, I was armed with where I needed to go, who I needed to talk to and how I was going to do it when I got there. Everything was going to be fine. I was on my way to doing another procedurally routine landing, the same way I have done it dozens if not hundreds of times before. Now I had to let my gut, pride and brain submit to inform Idaho Falls of our emergency. But not before I let my brother/family who was expecting us in Afton know what was going on as well as Jared Taylor who I hoped would be at the airport when we arrived, knowing it would be stressful for all of us when we got there, and knowing he would want for us to be safe, as many others would but that he would want to be there if he was within reach to get there.

Now, moment of truth, can Colter nail the soft field landing, keep it left of runway center, slow it to its slowest before touchdown and roll the left main and nose wheel with a sliding right main wheel strut with no gear in place? Yes, in a vote of confidence and a series of conversations with Paige as to how this would go down (in the best, most positive way), I was confident that with God's elements of wind (45 knot headwind), an enormous blessing, straight down runway 04 (true end), this landing would be one for the books.

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

Date of this Report <u>07/20/2023</u> mm/dd/yyyy	Name of Pilot/Operator: <u>Colter Hansen</u> 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. WPR23LA237	Reviewed by NTSB Regional Office Western Pacific Region	Name of Investigator Paul Basti	Date Report Received 7/21/2023
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Longest Day of the Year

On June 21st, 2023 we set off on a normal, even routine, flight to Afton, Wyoming to visit family, attend the temple and make a couple of stops to properties and to visit with owners we hope to purchase in the near future.

I decided to sit right seat as PIC to gain more experience flying from that vantage point, knowing that Paige will be getting her pilots license very soon and that we will get the opportunity to fly left and right seat and have that discussion regularly to decide who is PIC and who is co-pilot and what duties we will assume in our future flying careers. We recently heard a story from a good friend, who we will encounter later in the days events, recounting how the Gleim Training School couple, who flies as a couple, has to decide who are named pilot and co-pilot in the events of flight from departure airport to destination and that they step away from roles as husband and wife and become partners in aircraft and resource management to make sure the aircraft and the souls on board are safe for the duration of flight. On that note, leaving the hangar I clearly stated to witnesses Jared Taylor and Jared Griffith that I would fly right seat, and I would be Pilot in Command.

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touched the right main down on the asphalt and with one bounce our right wing lifted was caught by cross wind and what felt like in short order had us moved off of runway center into the grass on runway left where we were at stall speeds, applying power, pitching forward to gain airspeed in a flaps "dirty" position (full flaps) for an intended full stop touch down. This aircraft configuration, full power now in, at stall speeds 2-4' above the grass with the stall horn blaring made this power up to climb out slow to respond, when a loud thud to the right indicated we hit something and it wasn't just the grass we were hovering over, it was a runway sign about four feet wide and two feet tall that we clipped with our right main landing gear. Paige asked, before any visual, "why are we flying crooked? Did we lose a tire?" I then had the "privilege" of looking out the right side of the aircraft to find out that indeed we were missing our right main landing gear, wheel strut still intact, but, no tire, no brake pads, just a vacant strut and brake line reaching out into the nothingness of air, above a surface one thousand feet above the ground and climbing.

Okay, now, time to assess...missing main landing gear, what to do, where to go, aviate/navigate/communicate. I needed a minute. It wasn't the time to just touch down in Afton and call it good for the night. This needed some serious thought, attention and direction. I put autopilot on in the direction of Alpine, a 29 nautical mile journey, 13 minutes in our 182 doing an average of 130 nautical miles per hour in cruise. Paige asked, "what do you want to do?" I said, "switch seats". It was an "easy", she jumped in the back with the girls and Bear (our one year old golden doodle pup, and her 22 week old pregnant belly didn't slow her down a bit. She was like a gazelle in high speed mode to get her seat belt off and leaped over our middle console into the back seat to some surprised girls, half asleep, naive and ignorant to the previous few minutes' events. This then allowed me, in autopilot, with monitoring and minor touches to the yoke of the airplane slide my cheeks from right seat to left seat, where I have 250 flight hours and several hundred landings vs 10 hours and 15 landings. Now, you might ask, why would you do this? You have your family, you have limited experience in the right seat, why take the risk, why not just sit in the left seat and fly the aircraft the way you are most familiar? All good questions and ones that I will be asking myself over and over again as I talk to the NTSB (National Transportation Safety Board), FAA (Federal Aviation Association), Airport Ground Control Idaho Falls, explain to my business partners, family and myself in the process of processing...How could this have been avoided? What went so wrong so quickly that we didn't recover fast enough from obvious go around to "skirting" off the runway barely above the dirt and grass, to clipping a runway sign to finally powering through to climb out to an airspace and headspace that allows me to think? All good questions of what happened but those answers aren't for the present... I still have 6 souls on board, a pup soul, and one of those human souls being our unborn daughter, expected in October, whose name is currently expected to be Piper Hansen, yeah aviation may have influenced it but Tessa our 9 year old had suggested a few days prior to this day. Back to our current position...we need to say a prayer and ask the Almighty for his guidance and safe keeping until we are home, safely on the ground and together without incident.

We are now north bound toward Alpine, we started with roughly 2.8 hours fuel on board and I have time and limited places to put this bird down safely. We've burned through .8 hours. We have 2 hours to make it to our final destination airport. What are my resources? Paige, I need batteries, I need my bluetooth to work so I can make some phone calls. Only two weeks earlier, Jared Taylor, my business partner and good friend replenished my battery stash because in my shut down procedures I simply don't turn my Bose A20 headset off, so it sits in my truck burning battery until they are smoked and I get to wear a sharp headpiece with only half its most significant features, which are the comfortable head/ear cups. While replacing batteries, my MacGyver mindset of landing on a moving truck, creating a solution to slow me down with moments notice went to work and then I thought, call Chip Kemper, Queen Bee Aviation, our mechanic who has taken us under his wing as the few of us partners in the plane have never owned an aircraft until this one we purchased in Spring 2022.

Okay, batteries changed, calling Chip...no answer...okay, ring him again, Chip answers, "Hi Chip, this is Colter, we have an emergency..." {silence} bluetooth had moved from my headset to my Apple AirPods, on which my 6 year old daughter was listening to music on my phone and it was now capturing my urgent phone call, this was handled after 3 attempts to try and switch back and give Chip only part of the emergent story unfolding in his lap, where he was, peacefully on the ground. Finally, a clear phone call. "Chip, we have an emergency, I am in flight over Afton, Wyoming, headed toward Alpine, Wyoming and I have lost my right main gear on my airplane. Can you help me?" After our exchange it was concluded that the destination airport was my decision and clearly Chip shouldn't/couldn't make it for me. I asked, "how do you land with missing landing gear?" He said, "Colter, you're going to do a soft field landing, you'll be fine and everyone on board will be fine. He reiterated, you're just going to do a soft field landing. Is anything else damaged on the airplane?" "No, all else is intact", I responded. "Okay, you're going to do a soft field landing and if all else on the aircraft is in good shape and you have enough fuel on board, Idaho Falls is the nearest towered airport, they will have emergency services there waiting for you and you can contact them on 118.5 (one-one-eight-point-five), tell them you are declaring an emergency, how many souls on board, your position and fuel."

With this, I was armed with where I needed to go, who I needed to talk to and how I was going to do it when I got there. Everything was going to be fine. I was on my way to doing another procedurally routine landing, the same way I have done it dozens if not hundreds of times before. Now I had to let my gut, pride and brain submit to inform Idaho Falls of our emergency. But not before I let my brother/family who was expecting us in Afton know what was going on as well as Jared Taylor who I hoped would be at the airport when we arrived, knowing it would be stressful for all of us when we got there, and knowing he would want for us to be safe, as many others would but that he would want to be there if he was within reach to get there.

Now, moment of truth, can Colter nail the soft field landing, keep it left of runway center, slow it to its slowest before touchdown and roll the left main and nose wheel with a sliding right main wheel strut with no gear in place? Yes, in a vote of confidence and a series of conversations with Paige as to how this would go down (in the best, most positive way), I was confident that with

God's elements of wind (15 knot headwind), an enormous blessing, straight down runway 21 (two-one), this landing would be one for the books.

Calls made at 29 miles out, 15 miles out, 11 miles out, 5 miles out, left base for 21 (two-one), final for 21 (two-one), fire truck and emergency responders in site in run up area for runway 21 (two-one), 200 feet, 100 feet, 70 knots, over the numbers, 65 knots, approaching one thousand foot markers, 55 knots, stall horn begins to sound, 50 knots, touchdown of left main, 15 knot headwind providing a comfortable pillow, left rudder in, left brakes lightly pressed, grinding of right main wheel strut, slightly more left main brakes (as if the right main brakes left behind in Afton were going to do us any good), rolling/sliding, 200 feet~ down the tarmac later, 2,561 lbs of aircraft, 6 souls, 1 pup soul and Idaho Falls airport signage...all well and intact.

We are on the ground, safe and well. I look at my family, who I promised in the air would be okay, tell them, "I love you, we are all okay and we are blessed to be." Engine shut down, SLIM (switches, lean, ignition, master). Keys on dash and time to go talk to the fire fighters and emergency responders, let them know all are well and no other emergency services are needed. Airport manager shows up, letting me know that he will take Paige and the girls to the FBO (Fixed Base Operator), while I stay with the aircraft and we figure out how to manage getting it off of the active runway. In short order, the airport management team had a wheel dolly, tow and team ready to finagle this limping aircraft to a place it could soon be assessed for damages by NTSB, FAA, Insurance and the world who comes to know the events of this day.

Clear of active runway we are on the slow tow, no hurry at this point, to the tie downs near Aeromark's FBO and general aviation services. I call my beautiful bride, "how are you doing?", knowing that she/all of us just had what could be, "a traumatic event". I have a million things going through my mind, first, how she and the girls are doing...and then, the next couple days of dealing with regulatory, insurance and maintenance personnel.

The aftermath, Chip Kemper said, "those who sit on the couch, don't have any stories to tell" As I received text messages from friends and family, expressing love and concern, one message from a friend and business partner Jon shared incredible insight to a now very reflective evening, "There was a little poem shared in a 2017 conference talk that we've kinda taken to heart when material things get screwed up, lost, or stolen.

Some things matter; some things don't.

A few things last, but most things won't.

Scenarios like this remind us of what matters and what lasts. Hug your family extra tight tonight! ❤️"

After a walk around our neighborhood as a family that was inspired by the 75 Hard program, Paige and I were 30 days into, but more importantly to walk it off without any external pressures. In conclusion, don't lose a tire. Aviate, navigate, communicate. Get off the couch and go create memories, adventures and stories worth telling.

I feel extremely blessed today. I embraced my girls and Paige extra tonight and know that with God and His elements, divine guidance, intervention and assistance from those on the ground, in

the tower and up above I was able to bring my family back to the ground safely. And for this, I am grateful.