

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.nts.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: <u>Yellow Pine Idaho</u> State: <u>IDaho</u> ZIP: _____ Country: <u>Valley Co.</u> Latitude: <u>45°07'17.50</u> Longitude: <u>N115°19'18W</u> (Enter in decimal degrees or degrees:minutes:seconds)		Accident/Incident Date/Time Date: <u>9/21/2024</u> Local Time: <u>0830</u> mm/dd/yyyy Time Zone: <u>Central</u>	
Collision with Other Aircraft: ☐ Midair ☒ On-ground ☐ None			

AIRCRAFT INFORMATION

Registration Number: <u>N448MT</u> Manufacturer: <u>Van's</u> Model: <u>RV9</u> Serial Number: <u>20,20,2024</u> Year of Manufacture: <u>2020</u> Amateur-Built: ☒ Yes ☐ No If Yes: ☒ Kit/Plans ☐ Original Design Make: <u>RV-9</u>		☐ IFR-Equipped and Certified ☐ Commercial Space Flight ☐ Unmanned Aircraft Maximum Gross Weight: _____ lbs Weight at Time of Accident/Incident: _____ lbs Number of Seats: <u>2</u> Flight Crew Seats: <u>1</u> Cabin Crew Seats: _____ Passenger Seats: <u>1</u> Number of Engines: <u>1</u>	
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Category of Aircraft ☒ Airplane ☐ Balloon ☐ Blimp/Dirigible ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift ☐ Rocket ☐ Ultralight ☐ Unknown	Type of Airworthiness Certificate (Check all that apply) <table style="width: 100%;"> <tr> <th>Standard</th> <th>Special</th> </tr> <tr> <td>☐ Normal</td> <td>☐ Restricted</td> </tr> <tr> <td>☐ Aerobatic</td> <td>☐ Limited</td> </tr> <tr> <td>☐ Balloon</td> <td>☐ Provisional</td> </tr> <tr> <td>☐ Commuter</td> <td>☐ Special Flight</td> </tr> <tr> <td>☐ Transport</td> <td>☒ Experimental</td> </tr> <tr> <td>☐ Utility</td> <td>☐ Special Light-Sport</td> </tr> <tr> <td></td> <td>☐ Experimental Light-Sport</td> </tr> </table> ☐ Certificate of Authorization or Waiver (COA) ☐ None ☒ Unknown	Standard	Special	☐ Normal	☐ Restricted	☐ Aerobatic	☐ Limited	☐ Balloon	☐ Provisional	☐ Commuter	☐ Special Flight	☐ Transport	☒ Experimental	☐ Utility	☐ Special Light-Sport		☐ Experimental Light-Sport	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
Standard	Special																		
☐ Normal	☐ Restricted																		
☐ Aerobatic	☐ Limited																		
☐ Balloon	☐ Provisional																		
☐ Commuter	☐ Special Flight																		
☐ Transport	☒ Experimental																		
☐ Utility	☐ Special Light-Sport																		
	☐ Experimental Light-Sport																		

Engine	Engine Manufacturer	Engine Model/Serial	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Rated Power ☐ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	<u>Lycoming</u>	<u>40-320EP35</u>	<u>RL28643-39E</u>	<u>3-2-2024</u>		<u>65hrs</u>		
Eng. 2				<u>8-25-17</u>				
Eng. 3								
Eng. 4								

Last Inspection Type ☐ 100-Hour ☒ Continuous Airworthiness ☐ AAIP ☐ Conditional Inspection ☒ Annual ☐ Unknown Date Last Inspection: <u>12/03/2023</u> mm/dd/yyyy Airframe Total Time: <u>65</u> hrs hours measured at (Select one) ☐ Last Inspection ☒ Time of Accident/Incident	Propeller 1 ☐ Fixed Pitch ☒ Controllable Pitch ☐ Ground Adjustable Manufacturer: <u>HARTZELL</u> Model: <u>HC-C24L-1BF/F7663-4</u> 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
Type of Maintenance Program (Select one) ☐ Annual ☐ Conditional (Amateur-built only) ☐ Manufacturer's Inspection Program ☐ Other Approved Inspection Program (AAIP) ☐ Continuous Airworthiness ☐ Other, specify: _____	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: _____	
Description of Fire Extinguishing System ☐ None ☐ Specify: _____		

OWNER/OPERATOR INFORMATION

Registered Aircraft Owner

Name: RAYMOND W. DIECKMAN

Fractional Ownership Aircraft: ☐ Yes ☒ No

City: HAMILTON

State: MONTANA ZIP: 59840

Country: _____

Operator of Aircraft

☒ Same As Registered Owner

☒ Same Address as Registered Owner

Name: RAYMOND W. DIECKMAN

Doing Business As: _____

Air Carrier/Operator Designator (4 Character Code): N/A

City: _____

State: _____ ZIP: _____

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: Big Creek

Airport Identifier: U60

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

Distance From Airport Center: 0 sm

Direction From Airport: 0 degrees true

Airport Elevation: 5743 ft. msl

Runway Information

Runway ID: _____ (L/R/C) Length: 3550 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 ☐ Crosswind ☐ Aborted Landing (after touchdown)
- ☐ 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: Raymond W Dieckman

Middle Initial: W

Last Name: Dieckman

City of Residence: Hamilton MT

State: MONTANA ZIP: 59840

Country: RAVALLI

Age at time of Accident/Incident: 78 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 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

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

4/22/2023
mm/dd/yyyy

Medical Certificate Limitations

NONE

Medical Certificate Special Issuance

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

Sep. 11, 2024
mm/dd/yyyy

Flight Review Aircraft

Make: VAN'S

Model: 9

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

44 AIRCRAFT, SINGLE, MULTI, SEA

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	33,000	65	3,000	30,000	1,000's	1,000's	2,000	400	0	0
Pilot in Command (PIC)	30,000	65	3,000	30,000	1,000's			300	0	0
Time as Instructor	25,000	20	1,000	1,000's	1,000's	1,000's	2,000	0		
This Make/Model										
Last 90 Days	25	25	25	0						
Last 30 Days	15	15	15	0						
Last 24 Hours	0	0		0						

Ray Dieckman

Born Cincinnati Ohio

Started flying at the age of 14

First job flying: Flight Instructor , charter pilot , all types single and multi engine aircraft

Twin Beech mail run 5 nights a week

DC-3 Charter flights , Lear Jets and other multi engine jets

Airline Pilot: 737 , Captain , Instructor and check pilot

Captain B146, Boeing 737, 757, 767, 777, Douglas DC-10

Production test pilot Falcon Jet 10,20,50

Restored: Staggerwing Beech , Texan T-6, Corsair And Grumman Bearcat

Joined Legacy flight in 2000 with Marines Dream FG-1D Corsair

30,000 hrs. Flight Time, 44 Type Ratings in more than 200 types of Aircraft

Authorized Experimental Aircraft Certificates: All Makes and Models of Single and Multi Engine

Piston Powered Authorized Aircraft

ADDITIONAL INFORMATION (Please type or print in ink)

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

On September 21, 2024 I was a passenger in N 448 MT. We flew from KHRF in Ravalli County, MT to Moose Creek airstrip in Idaho.

The terrain surrounding the airstrip is mountainous and required that we circle the airstrip prior to landing. We heard another pilot announce that he was inbound for the same airstrip and we were looking for the other aircraft while circling.

On final, the pilot, Ray Dieckman, was still a little high so he slowed the ~~airplane~~ airplane down to lose more altitude.

When the plane was about ten feet high it began to stall. It hit the ~~ground~~ ground and bounced. When it hit again the left wheel hit soft ground, pulling the plane left and into a fence. The plane came to a stop in a few feet.

The plane remained upright, Ray opened the canopy and we exited the plane.



12/10/2024

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

Date of this Report

12/10/2024
mm/dd/yyyy

Name of Pilot/Operator

Raymond Wesley Dieckman

Signature

- or -

If a Person Other than Pilot/Operator is Filing Report

Name:

John Burdy

Title:

Signature

- or -

☐ Check here to electronically sign this document

Forward To Scott Johnson

To ~~Christopher O'Donnell R. (FAA)~~

On Thursday, September 19th, I got a phone call to meet some aircraft friends at Big Creek for breakfast on Saturday, the 21st. I planned on leaving at 7am.

On Friday, September 20th, I aired the tires up on the airplane, put a ½ quart of oil in, and flew local over Hamilton, Montana. When I came back, there was a 30 naut 90 degree crosswind on the runway. I set up for landing and felt good as I was descending. There were no issues landing, I taxied to the fuel pit, gassed up for the morning flight and put the airplane in the hangar.

I called John Bundy to ask if he wanted to ride along with me. John is building an RV-9 and I have taken him flying with me about six times for his flight time and experience; I always do the take-offs and landings.

I was the pilot on Saturday morning. There were three other planes flying to Big Creek that morning: one from our home airport in Hamilton, MT and two others from their private airstrips.

All three of them were limited to 120 MPH.

I caught up easily; as I got closer to the destination, I said I would speed up so 4 airplanes were not in pattern for landing at the same time.

John and I arrived 10 minutes before my friends.

I called on 122.9 as I was inbound to Big Creek landing.

Another airplane answered (without identifying his N number or himself) and announced he was inbound at Big Creek.

I called to ask his position he was landing; there was no return call.

I stayed up above the traffic pattern, made one circle around the airport. I was still concerned about the other aircraft and made a second circle to descend into traffic pattern.

I called the other aircraft again and still no answer.

As I turned into the airport, I felt that I was a little high, so I slowed the airplane to 80MPH.

I lowered the flaps descending on final.

As I was descending and got closer to the runway, I got in position.

I was probably 10 feet off the runway at a proper descent rate. I started pulling the power back and just about to touchdown, the airplane hit the ground hard and bounced. I added a little bit of power and tried to settle in the landing position. The aircraft jarted to the left and left the runway at a 90-degree angle. The right-hand gear was bent back and the wheel was 30 degrees facing to the right. I hit the brakes trying to stop the plane, but it went through the fence. Once the wing hit the fence, everything stopped. I opened the canopy and told John to jump out. I got out and looked at the airplane damage. I did a walk around to look for issues. The left wing was dripping fuel, so we found a stick and stuffed it in the small hole in the wing to stop the fuel leaking. By that time, the three other planes arrived, and all came to my assistance. It was obvious I was not flying the airplane back that day. We moved the plane to a tiedown area and locked it up. We got breakfast and John and I were flown back to Hamilton in two of the other planes. I went home and slept the next two days. On Monday, September 23rd, I got a call from the Senior Officer from the NTSB. We talked for a quite a long time. He asked lots of questions about my flying experience and background, as well as the damage to the airplane. He was very polite but also stern. I finally asked if I was in some kind of trouble. He said, "no, you have the right to crash your own airplane if you want to". We hung up. Later that day, I got a call from another NTSB employee, Scott Johnson. Scott was very polite and asked if I was hurt in the accident. I told him no, but I was pretty shaken up about the aircraft. He asked lots of questions about my flight experience and seemed very interested in the aircrafts that I was rated in and we talked for quite a while. He said he would send me some forms to fill out. We have talked a few times since then.

Ray Dieckman

ADDITIONAL INFORMATION (Please type or print in ink)

I was always interested in flight. At the age of 14, I was able to buy a few short flights in a Cessna 150 in the year 1960. I was able to save enough money to purchase a real flight in 1964. In 1966, I worked in a factory and was able to take flight lessons and solo. In October 1966, I joined the US Marine Corps; in the Reserves and only on weekends. I bought a Cessna 140 for \$1,700 in 1966 and flew 200 hours that year. I got my commercial license and started as a flight instructor in 1969.

As time went on, I got a job flying a DC-3 on weekends. I was a co-pilot for the first few flights and then flew left seat for that summer. Next, I got a job instructing in a small retractable Piper aircraft, 310 Cessna Twin Beeches, DC-3 and many other aircrafts. After about 2 years, I got a job flying Learjets, a Hawker Jet 125, Lockheed JetStar, and a 1978 Falcon Jet 10. In 1978, I got a job with Air California as a co-pilot flying Boeing 737's for 3 years. Then, I was upgraded to a Captain on the 737. A year later I was asked to be a Check Airman in-flight and the simulator (about 1988). I was asked to be the Check Airman on our new fleet of 737-300's. A year or two later Air Cal was sold to American Airlines. They offered me, and a few of our check pilots, a job to be a Check Airman for them. For the next two years, I was chosen to be the check pilot to do maintenance C-checks on our fleet when they were sold to other companies. On my days off, I was flying many different P-51's, P-38's and several other warbirds for airshows. I have owned and restored a Staggerwing Beechcraft, a north American T-6, and then a Corsair FG1D for 10 years. I won the Smithsonian trophy in 2000. I raced my T-6 at Reno Air Races for several years as a check pilot and a lead pilot. Around 2004 I raced my Bearcat and won 3rd place; the next two years I raced a Sea Fury. I led the races for 4 laps and came in 2nd place. A P-51 passed me on the last lap but then blew his engine up passing me up.

I have 44 type ratings on my license. In my career, I have trained many pilots for all types of aircrafts from Cessna's to Boeing Jets. I have taken many check rides for all the aircraft I have flown without any issues; even General McArthur's Constellation from the graveyard to Planes of Fame Air Museum. It is totally restored and currently flying.

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

Date of this Report
12/10/2024

mm/dd/yyyy

Name of Pilot/Operator: Raymond Wesley Dieckman

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.
WPR24LA312

Reviewed by NTSB Regional Office
OAS WPR

Name of Investigator
S. B. Johnson

Date Report Received
01/13/2025