

NATIONAL TRANSPORTATION SAFETY BOARD • PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

Use this form (Form 6120.1) to report civil and public aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Toledo, Washington

ZIP: _____ Country: USA

Latitude: 46.4765° N Longitude: 122.8162° W

(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: Sept 19 2007 Local Time: 1 PM

Time Zone: Pacific Standard

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

AIRCRAFT INFORMATION

Registration Number: N78316

Manufacturer: TEMCO

Model: SAVIT

Serial Number: 2316

Year of Manufacture: 1946

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

Make: _____

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

Maximum Gross Weight: 1710 lbs.

Weight at Time of Accident/Incident: _____ lbs.

Number of Seats: 2 Flight Crew Seats: _____

Cabin Crew Seats: _____ Passenger Seats: _____

Number of Engines: 1

Category of Aircraft (Select one)

- ☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift
☐ Rocket
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate (Check all that apply)

- Standard**
☒ Normal
☐ Aerobatic
☐ Balloon
☐ Commuter
☐ Transport
☐ Utility
- Special**
☐ Restricted
☐ Limited
☐ Provisional
☐ Special Flight
☐ Experimental
☐ Special Light-Sport
☐ Experimental Light-Sport
- ☐ Certificate of Authorization or Waiver (COA)
☒ None ☐ Unknown

Landing Gear (Check all that apply)

- ☒ Retractable
☐ Tricycle
☒ Tailwheel
☐ Emergency Float
☐ Float
☐ Amphibian
☐ Other Launch/Recovery System
☐ None
- ☐ High Skid
☐ Skid
☐ Ski/Wheel
☐ Hull
☐ Ski
☐ Unknown

Engine Type (Select one)

- ☒ Reciprocating
☐ Turbo Shaft
☐ Turbo Prop
☐ Turbo Jet
☐ Turbo Fan
☐ Electric
- ☐ Liquid Rocket
☐ Solid Rocket
☐ Hybrid Rocket
☐ None
☐ Unknown

Fuel System Type (Reciprocating)

- ☒ Carburetor ☐ Fuel Injected

Engine	Engine Manufacturer	Engine Model/Series	Engine 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>CONTINENTAL</u>	<u>O-300B</u>	<u>FAA has it</u>		<u>195</u>	<u>900</u>		<u>900</u>
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

- ☐ 100-Hour
☐ AAIP
☒ Annual
☐ Continuous Airworthiness
☐ Condition
☐ Unknown

Date of Last Inspection: 2007
mm/dd/yyyy

Airframe Total Time: _____ 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: pressure bottle

Additional Equipment

- ☐ ADS-B
☐ Airframe Parachute
☐ Angle of Attack Indicator
☐ Autopilot
☐ Autopilot/FMS, Model: _____
☐ Coupled Flight Director
☐ Data Recorder
☐ Device Stall Warning System
☐ Electronic Flight Bag or Handheld Device
☐ Electronic Multifunction Display
☐ Electronic Primary Flight Display
☐ Flight Management System

Handheld GPS

- ☒ Heads Up Display
☐ Night Vision Goggles
☐ Onboard Weather
☐ Primary Flight Display
☐ SAS, Number of Axes: _____ Model: _____
☐ Satellite Tracking Device
☐ Stall Warning System
☐ Video Recording Device
☐ Wire Strike Detection
☐ Wire Strike Protection
☐ Other, Specify: _____

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

Propeller 1

- ☒ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: McCaully

Model: FAA HAS IT

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Model: _____

was flying to chief airport
in Grant's Pass Oregon to
buy battery on the day
of mishap.

OWNER/OPERATOR INFORMATION**Registered Aircraft Owner**

Name: [REDACTED]
 City: HAACERTES State: ANA
 ZIP: 98924 Country: USA

Fractional Ownership Aircraft: ☐ Yes ☒ No

Operator of Aircraft

☒ The Operator is also the Registered Owner

☒ Same address as Registered Owner

Name: _____
 City: _____ State: _____
 ZIP: _____ Country: _____

Doing Business As: _____

Air Carrier/Operator Designator (4-character code): _____

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 450
☐ 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
☐ 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 ☐ Unknown

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: Southern Lewis County
 Airport Identifier: TDO
 Proximity to Airport: ☐ Off Airport/Airstrip ☒ On Airport/Airstrip ☐ N/A

Distance From Airport Center: 400 sm.
 Direction From Airport: _____ degrees true
 Airport Elevation: 374 ft MSL

Runway Information

Runway ID: 24 Length: 4600 ft. Width: 125 ft.

Runway/Landing Surface (Check all that apply)

- ☒ Asphalt ☐ Grass/Turf ☐ Ice ☐ Snow
☐ Concrete ☐ Gravel ☐ Macadam ☐ Water
☐ Dirt ☐ Helideck ☐ Metal/Wood ☐ Unknown
☐ Elevated Heliport ☐ Helistop ☐ Off-site landing area

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 ☐ Unknown
☐ VOR/DME ☐ Localizer Only ☐ Visual
☐ TACAN ☐ LOC-back course ☐ Contact
☐ RNAV ☐ Circling

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**

☐ Captain ☐ First Officer ☒ 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: [REDACTED]

Middle Initial: [REDACTED]

Last Name: [REDACTED]

Age at time of Accident/Incident: 85City of Residence: ANASORTESState: WAZIP: 98221Country: USA

Date of Birth: [REDACTED]

Certificate Number: [REDACTED]

Degree of Injury

☒ None ☐ Serious
☐ Unknown ☐ Fatal
☐ Minor

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 ☐ Sport
☐ Student ☐ Flight Engineer

Supplemental Restraint, specify: _____

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

2-18-2024
 mm/dd/yyyy

Medical Certificate LimitationsNONE**Medical Certificate Special Limitations****Personal Flight Equipment (Check all that apply)**

☐ Fire resistant flight suit ☐ Helmet ☐ Laser protective visor/glasses ☐ Personal locator beacon(s) (PLB) ☐ Fire resistant gloves
☐ Helmet visor ☐ Night vision goggles ☐ Personal flotation ☐ Other: _____

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

2001
 mm/dd/yyyy

Flight Review Aircraft

Make: Temco Swift
 Model: GC-1B

Airplane Rating(s)

(Check all that apply)
☐ 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
☐ Instrument Helicopter
☐ Helicopter
☐ Glider
☐ Sport
☐ Airplane Single-Engine
☐ Airplane Multiengine
☐ Gyroplane
☐ Powered lift

Type Ratings and Applicable Logbook Endorsements**Student Endorsements (Include dates)**APPROXIMATE:

Flight Time (Enter hours for each box)	All Aircraft	This Make Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Multi-engine Rotorcraft	Tail-wheel
						Actual	Simulated					
Total Time	13000	5000	2600	800	150	250						500
Pilot in Command (PIC)	2800	500	2500	1200	120	230						
Time as Instructor												
This Make/Model												
Last 90 Days	2	2	2									2
Last 30 Days	2	2	2									2
Last 24 Hours	5	5	5									5

"FLIGHT CREWMEMBER 2" INFORMATION N/A																																																																																																																					
"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident ☐ Captain ☐ First Officer ☐ 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: _____ Middle Initial: _____ Last Name: _____ Age at time of Accident/Incident: _____						City of Residence: _____ State: _____ ZIP: _____ Country: _____ Date of Birth: _____ (mm/dd/yyyy) Certificate Number: _____																																																																																																															
Degree of Injury ☐ None ☐ Serious ☐ Unknown ☐ Fatal ☐ Minor		Seat Occupied ☐ Left ☐ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single		Restraint Type <table style="width:100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> Available ☐ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown </td> <td style="width: 50%; vertical-align: top;"> Used ☐ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown </td> </tr> </table>				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																																																																																																											
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Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Sport ☐ Student ☐ Flight Engineer						Supplemental Restraint, specify: _____																																																																																																															
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 _____ mm/dd/yyyy																																																																																																													
Medical Certificate Limitations						Medical Certificate Special Limitations																																																																																																															
Personal Flight Equipment (Check all that apply) ☐ Fire resistant flight suit ☐ Helmet ☐ Laser protective visor/glasses ☐ Personal Locator Beacon(s) (PLB) ☐ Fire resistant gloves ☐ Helmet visor ☐ Night vision goggles ☐ Personal flotation ☐ Other: _____																																																																																																																					
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: _____ mm/dd/yyyy						Flight Review Aircraft Make: _____ Model: _____																																																																																																															
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Type Ratings and Applicable Logbook Endorsements						Student Endorsements (Include dates)																																																																																																															
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ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information.)**Additional Crewmember Information**

First Name: _____ City of Residence: _____
 Middle Initial: _____ State: _____ Zip: _____
 Last Name: _____ Country: _____

Seat Occupied

☐ Left ☐ Rear
☐ Center ☐ Single
☐ Right ☐ Unknown
☐ Front

Injury

☐ None
☐ Minor
☐ Serious
☐ Fatal
☐ Unknown

Personal Flight Equipment (Check all that apply)

☐ Fire resistant flight suit ☐ Helmet ☐ Laser protective visor/glasses ☐ Personal locator beacon(s) (PLB) ☐ Fire resistant gloves
☐ Helmet visor ☐ Night vision goggles ☐ Personal flotation ☐ Other: _____

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Restraint Type

Available **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

Type Rating/Endorsement for Accident/Incident Aircraft?

☐ Yes ☐ No

Total Flight Time at the Time of this Accident/Incident: _____ hrs.

Supplemental Restraint, specify: _____

Additional Crewmember Information

First Name: _____ City of Residence: _____
 Middle Initial: _____ State: _____ Zip: _____
 Last Name: _____ Country: _____

Seat Occupied

☐ Left ☐ Rear
☐ Center ☐ Single
☐ Right ☐ Unknown
☐ Front

Injury

☐ None
☐ Minor
☐ Serious
☐ Fatal
☐ Unknown

Personal Flight Equipment (Check all that apply)

☐ Fire resistant flight suit ☐ Helmet ☐ Laser protective visor/glasses ☐ Personal Locator Beacon(s) (PLB) ☐ Fire resistant gloves
☐ Helmet visor ☐ Night vision goggles ☐ Personal flotation ☐ Other: _____

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Restraint Type

Available **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

Type Rating/Endorsement for Accident/Incident Aircraft?

☐ Yes ☐ No

Total Flight Time at the Time of this Accident/Incident: _____ hrs.

Supplemental Restraint, specify: _____

PASSENGER(S) / OTHER PERSONNEL (Include cabin crew; continue on separate sheet, if necessary.)

Number of Passengers _____

Passenger Information**Seat****Injury****Restraint Type****Inflatable Restraints****Age**

First Name: _____ City: _____
 Middle Initial: _____ State: _____ Zip: _____
 Last name: _____ Country: _____

☐ Crew

☐ Passenger

☐ Other

Row: _____

☐ Left
☐ Center
☐ Right
☐ Unknown

☐ None
☐ Minor
☐ Serious
☐ Fatal
☐ Unknown

Available **Used**
☐ None ☐ None
☐ Lap Only ☐ Lap Only
☐ 3-point ☐ 3-point
☐ 4-point ☐ 4-point
☐ 5-point ☐ 5-point
☐ Unknown ☐ Unknown

Supplemental Restraint, specify: _____

☐ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

☐ Under 5 years
 If under 5 years,
☐ Child Restraint
☐ Lap-Held
☐ Unknown

Personal Flight Equipment (Check all that apply)

☐ Fire resistant flight suit
☐ Helmet
☐ Laser protective visor/glasses
☐ PLB
☐ Fire resistant gloves
☐ Night vision goggles
☐ Helmet visor
☐ Personal flotation
☐ Other: _____

First Name: _____ City: _____ Middle Initial: _____ State: _____ Zip: _____ Last name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other Personal Flight Equipment (Check all that apply) ☐ Fire resistant flight suit ☐ Helmet ☐ Laser protective visor/glasses ☐ PLB ☐ Fire resistant gloves ☐ Night vision goggles ☐ Helmet visor ☐ Personal flotation ☐ Other: _____	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Supplemental Restraint, specify: _____	Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If under 5 years, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ Zip: _____ Last name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other Personal Flight Equipment (Check all that apply) ☐ Fire resistant flight suit ☐ Helmet ☐ Laser protective visor/glasses ☐ PLB ☐ Fire resistant gloves ☐ Night vision goggles ☐ Helmet visor ☐ Personal flotation ☐ Other: _____	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Supplemental Restraint, specify: _____	Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If under 5 years, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
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FLIGHT ITINERARY INFORMATION

Last Departure Point Airport ID: <u>TDO</u> City: <u>Toledo,</u> State: <u>WA</u> Country: <u>USA</u>	Time of Departure Time: <u>1 PM</u> HH-MM Time Zone: <u>P</u>	Flight Information Flight Number: _____ Operating as Flight _____	Destination Airport ID: <u>358</u> City: <u>Grants Pass</u> State: <u>OR</u> Country: <u>USA</u>	Type Flight Plan Filed ☒ None ☐ Company VFR ☐ Military VFR ☒ VFR ☐ VFR/IFR ☐ IFR ☐ Unknown Activated? ☐ Yes ☐ No ☐ Unknown
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Type of ATC Clearance/Service (Check all that apply)

- ☐ Certificate of Authorization ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise
☒ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA
☐ None

Airspace where the accident/incident occurred (Check all that apply)

- ☐ Class A ☐ Class G ☐ Military Operations Area (MOA) ☐ Special
☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area
☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown
☐ Class D ☐ Prohibited Area ☐ TRSA
☒ Class E ☐ Restricted Area ☐ FAR 93

Altitude of In-Flight Occurrence: _____ ft. MSL

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Source of Pilot Weather Information**

(Check all that apply)

- ☒ National Weather Service ☐ Company
☐ Flight Service Station ☐ Military
☐ TV/Radio ☐ Internet
☐ Automated Report ☐ None
☐ Electronic Flight Bag Application ☐ Unknown

☐ On-Board Weather**Weather Observation Facility**

N/A

Facility ID: _____

Observation Time: _____

Time Zone: _____

Distance from Accident Site: _____ nm

Direction from Accident Site: _____ degrees true

Basic Conditions

- ☒ VMC
☐ IMC
☐ Unknown

Lowest Cloud ConditionHeight NONE
_____ ft. AGL**Light Condition**

- ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown
☒ Day ☐ Night ☐ Bright Night

Sky/Lowest Cloud Condition

- ☒ Clear ☐ Thin Broken
☐ Few ☐ Thin Overcast
☐ Partial ☐ Unknown
☐ Obscuration
☐ Scattered

Ceiling

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

Ceiling Height

_____ ft. AGL

Temperature: _____ (°C) or 72 (°F)Dewpoint: _____ (°C) or 7 (°F)**Altimeter Setting:**

_____ (Hg), or _____ (mb)

760 mm Hg**Wind Direction**☒ Variable orDirection: 260°
degrees true**Wind Speed**
☐ Calm
☒ Light and Variable
Speed: 2-5 kts**Wind Gusts**☐ Not GustingSpeed or 5-7 kts**Visibility**10+ miles

RVR: _____ feet

RVV: _____ miles

Density Altitude: _____ ft.

Type of Precipitation (Check all that apply)

- ☒ None ☐ Drizzle ☐ Freezing Rain
☐ Rain ☐ Ice Pellets ☐ Snow Shower
☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower
☐ Hail ☐ Snow Grains ☐ Freezing Drizzle
☐ Rain Showers ☐ Ice Crystals

Restriction to Visibility (Check all that apply)

- ☒ None ☐ Fog
☐ Blowing Dust ☐ Ground Fog
☐ Blowing Sand ☐ Haze
☐ Blowing Snow ☐ Ice Fog
☐ Blowing Spray ☐ Smoke
☐ Dust ☐ Unknown

Icing Forecast

- Amount**
☒ None
☐ Trace
☐ Light
☐ Moderate
☐ Severe
☐ Unknown
Type
☐ ON/A
☐ Rime
☐ Clear
☐ Mixed
☐ Unknown

Intensity of Precipitation

- ☐ Light
☐ Moderate
☐ Heavy
☐ ON/A
☐ Unknown
☒ NONE

Icing Actual

- Amount**
☒ None
☐ Trace
☐ Light
☐ Moderate
☐ Severe
☐ Unknown
Type
☐ ON/A
☐ Rime
☐ Clear
☐ Mixed
☐ Unknown

Turbulence (Check all that apply)

- Type**
☒ None
☐ Clear Air
☐ Terrain-Induced
☐ Convective
Severity
☐ Light
☐ Moderate
☐ Severe
☐ Extreme

NOTAMS (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:

None

DAMAGE TO AIRCRAFT AND OTHER PROPERTY**Aircraft Damage**

☐ None
☐ Minor
☒ Substantial
☐ Destroyed
☐ Unknown

Aircraft Fire

☒ None
☐ In-Flight
☐ On-Ground
☐ Both Ground and In-Flight
☐ Fire at Unknown Time
☐ Unknown

Aircraft Explosion

☒ None
☐ In-Flight
☐ On-Ground
☐ Both Ground and In-Flight
☐ Fire at Unknown Time
☐ Unknown

Description of Damage to Aircraft and Other Property (Use additional sheet, if necessary.)

The fuselage suffered compressive damage to its underside from the firewall rearwards. Five ft. Right horizontal stabilizer damaged/elevator damaged. Wing tips damaged, pitot tube damaged, propeller damaged, Right Lower cowling damaged.

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink.)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and location, services obtained, and intended destination. Provide as much detail as possible.

My plane was in the best mechanical condition possible. I took off from the Concrete War Airport normally, climbed to 5000 ft., turned south, near Port Townsend heading for Toledo (TDO). I had checked weather; CAVU all the way. I arrived at TDO, circled, couldn't see windsock. At approach to runway 24, however, a twin-engine Cessna landed on that runway, so I followed. Landing normal. Next day, after refueling, checking out, preflight check, wind at 2-6 kts at 260° +/-, started aircraft, started engine, and taxied slowly to runway 24 and noted the windsock was missing! But bushes adjacent to the taxiway were not being disturbed. Engine ran up, perfect. I taxied to the hold-short line; no air traffic noted. Radiated, "TDO traffic, Swift (cont: separate sheet)

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

I called the Toledo Airport manager, [REDACTED], and mentioned that the windsock at the north end of the airport should be replaced. He told me he would request that it should be done. Later, I told him that since the airport was a long one, it would be best if a tetrahedron was emplaced.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on a 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)

28 Gallons

Fuel Type

☒ 100 Low Lead
☐ Automotive☐ Jet A☐ Jet A-1☐ Unleaded AV☐ Other, specify _____

Other Services, if any, prior to departure:

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☐ Yes ☒ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location:

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft.)

Aircraft Registration Number

Manufacturer: _____

Model: _____

Damage to Other Aircraft:

☐ Destroyed☐ Substantial☐ Minor☐ None

Registered Owner of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

ADDITIONAL INFORMATION (Additional space for answers to any question.)

By signing this form, I am consenting to the public release of the information provided herein.

Date of this report:

mm/dd/yyyy

Name of Pilot/Operator: _____

Signature: _____

-or- ☐ Check here to electronically sign this document

If a person other than Pilot/Operator is filing this report

Name: _____

Title: _____

Signature: _____

-or- ☐ Check here to electronically sign this document

FOR NTSB USE ONLY

NTSB Accident/Incident No.
WPR25LA306

Reviewed by NTSB AS Division
AS-WPR

Name of Investigator
D. BAKER

Date Report Received
1/26/2026

NARRATIVE HISTORY OF FLIGHT

My TEMCO Swift aircraft was in the best mechanical condition it has ever been, since I've owned it, which means fifty years!

I planned on having an annual check done in San Diego where there are numerous Swift owners who are familiar with A/P mechanics who have Swift aircraft knowledge. Initially, I flew from the Concrete, Washington airport, where I now live, to Toledo, Washington where I lived for 34 years, and where I still own an aircraft hangar in which my 1964 Piper Comanche 250 and my Sportsman 2+2 homebuilt aircraft are stored.

When I flew from the Concrete Airport the Swift started, took-off, climbed, cruised, and descended perfect, with no discrepancies. I circled the Toledo Airport, after a 250-mile flight, and after circling twice, I noticed that the windsock at the north end of the airport couldn't be seen. A large Cessna twin-engine aircraft landed on runway 24, therefore, I knew it was the preferred runway. I made an approach to a missed approach to check runway 24's cross-wind and there was none, so I made a wave-off, climbed to the traffic pattern altitude, flew the approach pattern, and made a wheel-landing with no trouble. I taxied to the Toledo Aircraft ramp, refueled, checked my Swift's oil level, added ½ quart, secured the upper cowling, and then called a friend to pick me up, since I had decided to stay at his house and continue on my trip to California to attend the Swift West Coast National Fly-In the next day, and, thereafter, fly to San Diego. I planned on making a fuel stop at Grants Pass, Oregon, the location of Chief Aircraft Company, for I had called them prior to taking off at Concrete, and they indicated that they had the proper ELT battery in-stock for me.

After staying overnight with my friend and his wife, and having a leisurely breakfast, he took me to the Toledo, Washington Airport. I conducted a pre-flight inspection, re-checked the fuel level, untied the Swift, relocated my main suitcase for better aircraft balance, and entered the aircraft. I attached the safety belt, closed and locked the gull-wing doors, conducted the pre-start check via a check-list, and started the Swift's engine. It started on "two pistons." As I taxied in a northeasterly direction, I noticed an A/P friend working on his Rockwell aircraft. I also noted the windsock and the wind was blowing at about 2 to 6 knots from about 260 degrees, which indicated that the duty runway, therefore, was runway 24. I taxied north slowly, because the taxiway is rather narrow, and the Swift being a tail-dragger, I had to make shallow "S-turns" to assure a tire does not leave the narrow, somewhat elevated, taxi-way. I didn't notice any problem steering the Swift, which would occur, if it was experiencing a meaningful west wind. Also, a group of tall bushes, which have grown

adjacent to the north end of the taxiway, weren't being disturbed by a meaningful wind as I taxied by them. I did notice that the wind-sock, which had been located at the north-end of the airport's run-up area was not there, even if it had been located there for over thirty years. That disturbed me, however, I had noted only a mild wind when I checked the windsock located near the airport's main parking ramp only a few minutes prior, so I was not concerned. I conducted the pre-take-off check with my check-list, and every check was normal. I turned to the left and held short of the runway, I checked for aircraft in the landing pattern and it was clear. Therefore, I called: Toledo Traffic, Swift 78316, taking runway 24 for take-off.

There was no reply, so I taxied to the center take-off position on runway 24. I checked for traffic again, checked my gauges, controls, doors locked, fuel on. I added the throttle to about 1600 rpm as I released the brakes and the Swift began to slowly accelerate so it developed wind over the tail for better rudder control.

At about 15 mph I pushed the throttle forwards to full power and as the Swift began to smoothly accelerate forward, suddenly, the right wing rose about 10 – 15 degrees, and I reflexively leveled the wing with the yoke control. Since the left landing gear tire was still on the runway, the raised right wing caused the nose of the aircraft to rise also, and, therefore, the Swift's center of gravity also rose, so when I leveled the wings the ever-accelerating Swift bounced a little, then, surprisingly, the right wing rose to about 30 to 35 degrees above the horizontal, which caused my vision ahead to be further constrained.

I momentarily thought about aborting the take-off, however, with the aircraft's nose being raised to an elevated position, I couldn't tell easily its height; I thought I maybe the Swift was 3 to 5 ft. above the runway in full acceleration, and that if I aborted by pulling the throttle off, the Swift may tumble. Therefore, again I reflexively leveled the wings, however, the Swift bounced again, indicating it was not at flying speed, however, again the right wing rose, and this time it progressively rose to about 85 degrees above the horizon, and since the Swift had reached its take-off speed, which is slightly above 50 mph, the accelerating, the Swift rapidly climbed in an arching-left-turning fashion to about 30, or 40, feet above the runway, so as I momentarily glanced left, the Swift was passing over the left edge of the runway in a high-bank, arching fashion.

As the Swift passed over the left edge of runway 24, I knew I was in a very precarious situation; I knew that I had to, somehow, fly out of my predicament, so I reached downwards with my left hand and raised the landing gear.

However, I don't remember denoting that the gear-up lights were green. I do vaguely remember turning the yoke to the right trying to level the Swift's wings. However, I do not

recall them leveling, nor do I recall the Swift's flight path after I began to level the Swift's wings. I only vaguely remember that I pressed on the right rudder.

The next thing I remember is the combination of experiencing a very traumatic right twisting force in relation to the Swift's cockpit structure, which caused me to see rearwards momentarily, and a following vertical concussive force to my total body. Then, for, perhaps, for 45 seconds, to a minute, or so, I can't recall anything.

Then, suddenly, I noted that five men running across the grass towards me. I opened the left gull-wing canopy door as they arrived at my aircraft. One yelled, "Turn off the fuel." I then turned off the fuel and the electrical master switch. One man was standing a few feet in front of my left wing-root and he cried, "Why did you take-off in that high right cross-wind." With my gull-wing canopy door wide open, I replied, "there is no wind. He replied, while pointing to the west, "Well, I was standing across the runway and when your right wing rose high, there was a strong gust of wind that lasted a minute or so." I unstrapped my seatbelt/shoulder harness, exited the Swift, and stood on the friction strip of its left wing. When standing there no meaningful wind was apparent. My mind at the time was spinning.

After the mishap I felt terrible; I decided to simply leave the airport. A friend used his cell-phone, after I indicated that I'll just take a Greyhound bus home, and he told me that the Amtrack Train would be leaving Centralia in about 50 minutes; he gave me a ride there, and I rode the train to Mt. Vernon, Washington where a friend picked me up and drove me to Concrete.

After a number of weeks, I drove back to the Toledo Airport, since an FAA examiner wanted to inspect my plane for certain details. When there, I also took the time to examine the damage to my Swift, and in addition, I wanted to inspect the site where my Swift impacted the ground. I noted that it appeared that the aircraft's left wing-tip had struck the trunks of small trees about 10 to 12 feet in the air and that there was not a long skid mark. The plane had rotated 180 degrees compared to its flight path, therefore, I then realized that when the aircraft's left wing-tip struck the trees, it rotated counter clockwise 180 degrees in the air, which decreased its forward velocity, meaningfully, so the Swift simply fell, semi-vertically, to the ground.

I had become more rational about my mishap, and having thought and thought, I realized that my Swift suddenly had rotated 180 degrees, and decelerated, when it's left wing-tip struck the trees, and that complex dynamic phenomenon caused it to fall and strike the ground abruptly, which caused a concussive force to its forward fuselage immediately rearwards of it engine's firewall, that resulted in me, the pilot, experiencing a vertical, inertial compression of my body, which followed the almost instantaneous rotation of my

body to the right, in relation to the Swifts cockpit structure., while it was still in the air. Therefore, it is apparent that my brain had experienced both a strong rotational stress, as well as a strong vertical stress, and those “complex, traumatic, physical phenomenon”, caused me to experience “post-concussion amnesia” of what occurred during the last twenty seconds of my flight, and, about 30 to 45 seconds after my Swift struck the ground. To this day, I can’t remember anything from the moment I noted that the Swift was in an almost 90-degree bank passing over the left edge of the runway in an arching fashion, at about 40 ft. altitude, except I have a faint recollection that I rotated the yoke to the right. However, my first sure memory-comprehension is the dramatic sense that my body was twisted to the right in my cockpit so much so that I was actually, momentarily, peering directly to the rear, and I felt, in a confused way, that my whole body had been traumatized, i.e., shook-up.

After that minute, or so, my brain normalized. My first rational thought was this one: How did this occur on such a nice “blue-sky day” at the airport at which I had lived adjacent for fifteen years, and the airport from which I had flown hundreds of flights? How did this occur at my home-airport that has a 4600 ft. 125 ft. wide runway on such a blue-sky day?

I remembered that I had deplaned, and stood on the Swift’s left wing-root, looked around and noted the Swift’s right wing and horizontal stabilizer were positioned within the group of bushes and small trees. I noted the propeller blades were both bowed to the rear, but their leading edges were not sharply traumatized. I noticed that the right horizontal stabilizer was damaged meaningfully. I was, of course, sick and depressed, because my plane was damaged so much after fifty years of flying it all over the contiguous USA.

An ambulance and sheriff’s cars suddenly appeared, and a female EMT asked me if I was injured. I replied, “No, I’m o.k.” The sheriff told me he would notify the FAA. He may have taken a few pictures. I removed my suitcase from the baggage compartment behind the Swift’s seats and also a container in which a few tools and three quarts of aircraft oil were held.

Thereafter, I and the others, walked west across the runway to the aircraft parking ramp. I was asked by one man: “████ what do you want to do now? I told him that I wanted to simply go home. I told him I now live in northern Washington State near the Canadian border. He looked-up information on his cell-phone and told me that the train going north leaves Centralia in about fifty minutes. Another of my old friends told me he’d drive me to the train depot in Centralia. So, thereafter, I spent numerous days at my aircraft hangar in Concrete trying to recapitulate my flight and think about what had gone awry. I discussed the situation with a friend named █████, who is a highly experienced pilot from Alaska. He told me (paraphrased): Lance, you simply experienced the effect of a microburst of air; they

occur without any systemic air disturbance, such as a frontal passage, they even occur during, apparently, good weather. No matter how careful a person can be, all the details of nature can't be seen.

Much later, I made a trip back to the Toledo Airport and talked with an old friend who was an aircraft mechanic, an A/P. He told me that he was standing next to his plane unlatching its cowlings when I taxied by him when I began my flight. He indicated that he couldn't see me taxi north on the long taxi-way, but he heard my aircraft begin its take-off roll. Then he looked north, my way, and saw my aircraft flying low with its wing up, and then he noted that I turned my Swift more parallel to the runway's course and it crashed on the edge of the grass adjacent to the tree patch that is about 75 feet east of the runway's east edge. However, he indicated that when he was observing me that a strong blast of wind, maybe up to 40 miles per hour, had suddenly developed. It was so strong that it tended to blow his aircraft cowlings over the tarmac. He also indicated that it appeared that the Swift's propeller hadn't experienced any sharp blows to its leading edge, but its blades were similarly bowed backwards in a rather uniform fashion indicating that the Swift's propeller wasn't abruptly stopped by striking the ground abruptly. He told me that the propeller may be able to be reshaped to a normal conformation by a propeller shop. Also, he told me that, perhaps, the engine of the Swift was not harmed due to the fact that there was no indication that its rotation had been abruptly stopped.

The Swift had been relocated to be on the grass adjacent to my hangar by the airport manager. He also told me that the windsock that had been located at the north end of the runway had been removed as it appeared in bad condition and must have been installed by amateurs. He indicated that he would for sure have a new one emplaced.

Numerous weeks later I drove there and I and a friend raised the Swift by using his tractor's scoop to lift the Swift's nose with a strong rope that I looped around its engine crankshaft to the rear of its propeller flange. After the plane was raised I noticed that it had suffered a meaningful concussion to the underneath of its forward fuselage, from behind the plane's firewall, to a point where the rear of the wings meets the fuselage. The tail-cone of the fuselage hadn't been harmed.

After the plane had been raised about three feet, I opened the pilot's side gull-wing door, actuated the Swift's electrical master switch, then twisted the landing gear actuator to the landing-gear-down position, and doing so, the hydraulic power pack operated, and both the landing gear deployed normally, and the two green landing gear safe lights came on. So, the landing gear system wasn't harmed. As I peered down behind the engine, I noted that the Swift's motor mount and firewall had not been harmed. Additionally, after inspecting the forward aspect of the engine area, I noted that the front of the engine's cowlings was not

damaged, its intake grill was not damaged, and its carburetor and its carburetor heat apparatus didn't seem to be harmed. The Swift's two exhaust pipes which extended under, and to the rear of the engine's firewall were completely smashed, but horizontal scratch-marks didn't seem to be prominent, which indicated that the Swift experienced, mainly, a concussive force and that it did not slide much. It appeared that the wings structural elements were not harmed, its left horizontal stabilator/elevator were not harmed, however, the right one had been harmed, because it entered the group of small trees and bushes when the aircraft rotated 180 degrees. Then, I noticed that the undersides of the wings' surfaces were quite normal, which indicated that the Swift struck the ground in a level right-to-left level attitude. Then I noticed that the throttle and mixture controls had been pulled completely to the rear. I surely did not do that after my memory returned while I was sitting in the cockpit. That phenomenon gave me the thought that, probably, I had pulled those controls to the rear once I realized the Swift was going to hit the ground and I did so to slow the plane down. However, due to my experience of experiencing post-concussion amnesia for slightly over a minute, I couldn't, and can't, recall doing it.

I do know that the Swift's airframe is totally rebuildable and that, perhaps, its Continental O-300B engine hadn't been harmed, since a friend who is a long-term A/P indicated that it didn't seem, by examining the propeller, that it had been stopped very traumatically.

I did learn from the FAA inspector that the Swift's propeller's model number was not the approved one. It was a model number that indicated that the propeller was two inches, or so, shorter than the approved one. I told him that that its McCalley propeller was placed on the Swift when its original propeller, an Aeromatic propeller, was removed, because one of its blades seemed to be problematic. That replacement was accomplished by an aircraft FBO in Missoula, Montana, during June of 1975, and from that time on, it had been removed and sent to a propeller shop at least three times to be checked and balanced, by an A/P mechanic. During its use it had always functioned smoothly and properly and the aircraft's performance was as the aircraft's flight manual recorded.

Later, by investigating the Swift's crash-site, by analyzing the details of the Swift's damage, and talking to two individuals who had witnessed the sudden microburst of west wind, I came to realize that, somehow, I had managed to change the Swift's adverse flight path, that was a result of a micro-burst of wind on take-off, from its totally precarious position and attitude, of being in a 90-degree bank, in a left-turn, at about 30-40 ft of altitude, with the aircraft passing over the left edge of runway 24 in an eastward direction, to, somehow, flying the Swift south parallel to the runway, but in a descending fashion that couldn't be halted.

I came to realize that the sudden, westerly, microburst of wind controlled my Swift aircraft relatively easy, because without much velocity on take-off, the Swift possessed neither much inherent inertia, nor enough control surface aerodynamic response, to counter the severe microburst of wind's force on its airframe. One can compare it to a leaf being blown by a blast of active wind.

During prior eras I was a US Marine Naval Aviator I initially flew the T-34 basic Navy trainer, then flew five models of jet aircraft over a six year-period, plus I flew the old C-119G Flying Boxcar transport for five years within the Marine Corps Reserve component. The most high-performance aircraft I have flown was the RF-4B Phantom II photoreconnaissance aircraft. I flew that plane, and the EF-10B electronic counter-measures aircraft, during 150 combat missions in Vietnam.

After my eleven-year flying career, I decided to transition to have a medical career, so, after gaining a US Navy scholarship, I graduated from medical school at 37 years of age. Thereafter, I spent about fifteen years as a US Navy general medical officer/flight surgeon and during the initial part of that period, on an overseas tour, I was the aircraft accident inspector for jet aircraft accidents. Additionally, during the period I owned a private clinic, I functioned as a Senior FAA Flight Examiner for 23 years.

Yours Truly,

[REDACTED]

[REDACTED]