National Transportation Safety Board		NTSB ID: FTW00FA113 Aircraft Registration Number: N96VA								
FACTUAL REPORT		Occurrer	nce Date: 04/02	2/2000	Most Critical I	Most Critical Injury: Fatal				
ÁVIATION		Occurrer	nce Type: Accid	lent	Investigated B	nvestigated By: NTSB				
Location/Time										
Nearest City/Place State Zip Code Local Time Time Zone										
PETTIGREW	AR	7	2752	1530	CDT					
Airport Proximity: Off Airport/Airstrip Distance From Landing Facility:										
Aircraft Information Summary										
Aircraft Manufacturer			Model/Serie	Type of Aircraft						
Vans Aircraft			RV-6T	/RV-6T			Airplane			
Revenue Sightseeing Flight: No Air Medical Transport Flight: No										
Narrative										
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident: HISTORY OF FLIGHT										
experimental research and de terrain while maneuvering ne operated by Van's Aircraft, I and private pilot rated passen prevailed at the accident s Regulations Part 91 business 1430, with a destination of Shr Witnesses located near the heard the accident aircraft airplane's engine sputter, p loud "thump." The witnesses the visibility was less than 40 The accident site was located of Aurora. PERSONNEL INFORMATION	velop ar E nc., ger v ite, fli evepc accid circ op, furt 0 fee in wo	pment a: Pettigre of Nort vere fat and a ight. Drt, Lou dent s: cling t and qu cher rep et.	Arplane, N9 ew, Arkans th Plains, tally injur a flight The cross- nisiana. te report the area nit; this w ported that	6VA, was de as. The a Oregon. Th ed. Instru plan was country fli ed to the N for about as followed the weathe terrain, a	stroyed during ircraft was ma e non-instrume ment meteorolo not filed for ght departed A TSB investigat 10-15 minutes by a cracking r was foggy, a pproximately 7	y impa nufact ent rat ogical the 14 surora cor-in- s. The g/snapp and the 20 nau	ct with trees and tured, owned, and ted private pilot conditions (IMC) 4 Code of Federal , Missouri, after -charge that they ey then heard the ping noise, and a ey estimated that tical miles south			
According to FAA records, the pilot was issued a private pilot certificate on November 19, 1979, with an airplane single-engine land rating. The pilot held a third class medical certificate, which was issued November 19, 1998. The medical certificate stipulated a limitation to wear corrective lenses while operating an aircraft.										
A review of the pilot's flight logbook revealed that on March 24, 1999, he completed a biennial flight review in a Van's RV-6A airplane. The logbook also revealed that as of January 2, 2000 (last entry in logbook), the pilot had logged a total flight time of 2,553.3 hours. The pilot had logged 8.3 hours of simulated instrument flight.										
According to FAA records, the pilot rated passenger was issued a private pilot certificate on June 15, 1994, with an airplane single-engine land rating. The passenger held a second class medical certificate, which was issued March 6, 1997. The medical certificate stipulated a limitation to wear corrective lenses while operating an aircraft. On the medical certificate application, the passenger reported a total flight time of 550 hours of which 10 hours were within the previous 6 months.										
AIRCRAFT INFORMATION										

FACTUAL REPORT - AVIATION

Page 1

National Transportation Safety Board	NTSB ID: FTW00FA113	
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AVIATION	Occurrence Type: Accident	
Narrative (Continued)		

The 1994-model RV-6T was a low-wing, single-engine, side-by-side two-place, single-engine airplane, which had fixed tricycle landing gear. It was powered by a Lycoming O-235-L2C engine rated at 118-horsepower, and a Sensenich, two-bladed, fixed pitch propeller. The research and development airplane was modified to be an RV-9A. The airplane was not equipped for IMC flight.

A review of the airframe and engine records did not reveal evidence of any anomalies or uncorrected maintenance defects. The airplane's last condition inspection was completed on March 13, 2000, at a total aircraft time of 409.0 hours. The last oil change was on March 29, 2000, at a total aircraft time of 413.6 hours.

METEOROLOGICAL INFORMATION

There were no official National Weather Service (NWS) weather reporting stations in Pettigrew, Arkansas, therefore, the weather observations at surrounding area airports with federal observing systems were documented.

Fayetteville-Drake Field Airport (KFYV), located 30 miles west-northwest of the accident site, reported at 1553, wind calm, visibility 4 statute miles in haze, ceiling overcast at 1,800 feet, temperature 14 degrees C, dew point temperature 10 degrees C, altimeter 29.87 inches of Mercury (Hg). Remarks: Automated Observation, sea level pressure 1011.1 millibars (mb), temperature 13.9 degrees C, dew point 10.0 degrees C, pressure tendency falling 1.8 mb last 3 hours.

KFYV reported at 1453, wind from 220 degrees at 3 knots, visibility 3 statute miles in haze, ceiling overcast at 1,600 feet, temperature 13 degrees C, dew point temperature 9 degrees C, altimeter 29.89 inches of Mercury (Hg). Remarks: Automated Observation, pressure falling rapidly, temperature 12.8 degrees C, dew point 9.4 degrees C.

Harrison-Boone County Airport (KHRO), located 37 miles northeast of the accident site, reported at 1552, wind from 300 degrees at 6 knots, visibility 2 statute miles in mist, ceiling overcast at 1,000 feet, temperature 12 degrees C, dew point temperature 11 degrees C, altimeter 29.90 inches of Mercury (Hg). Remarks: Automated Observation, ceiling 700 feet variable 1,200 feet, sea level pressure 1012.6 mb, pressure falling 0.7 mb during the last 3 hours.

KHRO reported at 1538, wind from 320 degrees at 4 knots, visibility 2.5 statute miles in mist, ceiling overcast at 1,000 feet, temperature 12 degrees C, dew point temperature 10 degrees C, altimeter 29.90 inches of Mercury (Hg).

Fort Smith Regional Airport (KFSM), located 46 miles southwest of the accident site, reported at 1553, wind from 250 degrees at 5 knots, visibility 5 statute miles in haze, ceiling overcast at 2,500 feet, temperature 14 degrees C, dew point temperature 11 degrees C, altimeter 29.89 inches of Mercury (Hg). Remarks: Automated Observation, sea level pressure 1011.9.6 mb, 6-hour precipitation less than 0.01 inches, temperature 13.9 C, dew point 11.1 degrees C, pressure tendency falling 0.6 mb in the last 3 hours.

KFSM reported at 1453, wind from 260 degrees at 6 knots, visibility 4 statute miles in mist, ceiling overcast at 2,300 feet, temperature 13 degrees C, dew point temperature 11 degrees C, altimeter 29.90 inches of Mercury (Hg). Remarks: automated observation, rain began at 1437 and ended at 1448, sea level pressure 1012.3 mb, precipitation since last hour less than 0.01 inches, temperature 13.3 degrees C, dew point 11.1 degrees C.

Hot Springs Memorial Field Airport (KHOT), located 83 miles south-southwest of the accident site, reported at 1550, wind variable at 3 knots, visibility 6 statute miles in mist, ceiling overcast at 800 feet, temperature 17 degrees C, dew point temperature 16 degrees C, altimeter 29.90 inches of Mercury (Hg). Remarks: Automated Observation, sea level pressure 1012.0 mb, pressure tendency

FACTUAL REPORT - AVIATION

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AVIATION ETYBON	Occurrence Type: Accident
Narrative (Continued)	

decreasing 1.4 mb over the last 3 hours.

KHOT reported at 1450, wind from 140 degrees at 4 knots, visibility 6 statute miles in mist, ceiling overcast at 600 feet, temperature 17 degrees C, dew point temperature 16 degrees C, altimeter 29.89 inches of Mercury (Hg). Remarks: Rain ended at 1412, sea level pressure 1011.7 mb.

Prior to departing Aurora, Missouri on April 2, 2000, the pilot of N96VA contacted the Columbia Automated Flight Service Station (AFSS) about 1440 and received a standard weather briefing.

The AFSS briefer stated that there were flight advisories for instrument flight rules (IFR) conditions, moderate turbulence, and moderate icing for the route and visual flight rules (VFR) was not recommended. The briefer summarized the synoptic features influencing the area as a cold front over the destination of Shreveport with rain showers and thunderstorms scattered in northern Arkansas, and solid light to heavy rain in southern Arkansas. Crossing into Louisiana there was an embedded line of thunderstorms. The briefer advised that there was a Convective SIGMET further to the south, with the activity moving towards Shreveport and that a tornado watch was current. The Convective SIGMET over Louisiana was for a line of thunderstorms moving northeast at 35 knots.

The briefer summarized the conditions from central Arkansas as marginal VFR conditions and south of there dropping into fairly solid IFR conditions due to low ceilings and visibilities. The briefer provided the Shreveport terminal aerodrome forecast valid for the period, which indicated a sky condition of 400 scattered, ceiling at 1,000 feet broken, with occasional ceilings at 400 feet overcast with visibility 1 mile in thunderstorms and heavy rain, and wind variable at 15 gusting to 25 knots.

When the briefer asked the pilot if he needed anything else, the pilot requested the current conditions at Hot Springs, Arkansas. The briefer provided the current conditions as 500 feet broken, 2,400 feet overcast, visibility 6 miles in light rain, and wind variable at 3 knots. The briefing was then concluded.

WRECKAGE IMPACT INFORMATION

The accident site was located at 35 degrees 47.063 minutes north latitude and 93 degrees 36.801 minutes west longitude. The accident site was approximately 2.7 nautical miles southeast of Pettigrew.

Examination of the accident site revealed that the aircraft struck a 60-foot tree about 18 feet below its top, at an elevation of approximately 2,229 feet msl. The aircraft traveled on a measured magnetic heading of 130 degrees for approximately 146 feet before impacting the ground. The airplane continued 52 feet beyond the initial ground impact point on a magnetic heading of 140 degrees before coming to rest inverted on a magnetic heading of 335 degrees.

Examination of the airplane revealed that the left wing was separated from the fuselage, and the outboard section of the right wing was also separated. The left horizontal stabilizer and elevator were separated from the empennage, and the vertical stabilizer and rudder were buckled. The cockpit/cabin area was consumed by a fire. Flight control surface continuity was confirmed to the elevator, the rudder, the right aileron, and to where the left wing separated.

The engine sustained impact and fire damage and was partially separated from its mounts and the firewall. The propeller flange was bent and the crankshaft would not rotate. The propeller flange was partially straightened, and even though the crankshaft would not rotate freely, continuity was established to the accessory gears. There was also movement to several rocker arms. All of the pushrods and housings were in place, but had sustained impact and fire damage. The right magneto sparked when rotated by hand. The left magneto had impact and fire damage, and would not spark.

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AVIATION	Occurrence Type: Accident	

Narrative (Continued)

The propeller was separated from the crankshaft at the propeller flange. The propeller was found between the initial ground scar and the airplane wreckage. Both blades exhibited twisting and aft bending with chordwise scratches and nicks along their leading edges. One blade exhibited "S" type bending.

MEDICAL AND PATHOLOGICAL INFORMATION

The Arkansas State Crime Laboratory in Little Rock, Arkansas, performed autopsies of the pilot and pilot rated passenger. There was no evidence found of any preexisting disease that could have contributed to the accident.

Toxicological testing on both the pilot and passenger was performed by the FAA Civil Aeromedical Institute's (CAMI) Forensic Toxicology and Accident Research Center at Oklahoma City, Oklahoma. The toxicological tests were negative for alcohol and drugs.

ADDITIONAL DATA

The aircraft wreckage was released to the owner's representative on April 18, 2000.

National Transportation Safety Board	NTSB ID: FTW00FA113								
FACTUAL REPORT	Occi	urrence Dat							
AVIATION	Occi	Occurrence Type: Accident							
Landing Facility/Approach Information									
Airport Name		Airport ID:	Airport Elevation	way Leng	th Ru	nway Width			
	ļ		Ft. MS	L 0					
Runway Surface Type:		L	. I		I		1		
Runway Surface Condition:									
Approach/Arrival Flown:									
VFR Approach/Landing:									
Aircraft Information									
Aircraft Manufacturer Vans Aircraft	Mode RV-	الا 6T /RV-6T			Serial 2	Number			
Airworthiness Certificate(s): Experimental (Special)									
Landing Gear Type: Tricycle									
Amateur Built Acft? Yes Number of Seats	Certif	ed Max Gross Wt.		1600 LBS	Numbe	er of Engine	es: 1		
Engine Type: Reciprocating	Engine N Lycomi	lanufacturer: ng		Model/Series: O-235-L2C		Rated Power: 118 HP			
- Aircraft Inspection Information									
Type of Last Inspection		Date of La	st Inspection	Time Si	nce Last Inspection	•	Airframe Total Time		
Annual	03/2000				Hours				
- Emergency Locator Transmitter (ELT) Information									
ELT Installed?/Type	ELT Oper	ELT Operated? ELT Aided in Locating Accident Site?							
Owner/Operator Information									
Registered Aircraft Owner	Street Address 433 NW MAIN								
VAN'S AIRCRAFT, INC.	City	City State							
		NOK I H PLAINS OR 97133 Street Address Street Address Street Address							
Operator of Aircraft	433 NW MAIN								
VAN'S AIRCRAFT, INC.	City	NORTH PLA	State OR	Zip Code 97133					
Operator Does Business As: Operator Designator Code:									
- Type of U.S. Certificate(s) Held: None									
Air Carrier Operating Certificate(s):									
Operating Certificate:			Operator Certif	icate:					
Regulation Flight Conducted Under: Part 91: Gene	ral Avia	tion							
Type of Flight Operation Conducted: Business									
	FACT	UAL REP	ORT - AVIATION					Page 2	

National Transportation Safety Board NTSB ID: FTW00FA113												
FACTUAL REPORT Occurrence Date: 04/02/2000												
	ION											
Occurrence Type: Accident												
First Pilot Information										_		
Name					City				State	Date	e of Birth	Age
On File					On File				On File			43
Sex: M Seat Occupied: Unknown Occupational Pilot? Unknown									tificate Nu	mber:		
Certificate(s): Private												
Airplane Rating(s): Sing	gle-engine L	and										
Rotorcraft/Glider/LTA: Nor	ne											
Instrument Rating(s): Nor	ne											
Instructor Rating(s): Nor	ie											
Current Biennial Flight Revi	ew?											
Medical Cert. Class 3 Medical Cert. Status: Valid Medicalw/ waivers/lim								Date of La	st Medica	Exam	: 11/1998	
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Airplane Night A					Rotorcra	ıft	Glider	Lighter Than Air
Total Time	2553		2553		107			8				
Pilot In Command(PIC)	2523		2523									
Instructor												
Instruction Received												
Last 90 Days												
Last 30 Days												
Last 24 Hours												
Seatbelt Used? Yes Shoulder Harness Used? Yes						Toxicology Performed? Yes Second Pilot? No)	
Flight Plan/Itinerary												
Type of Flight Plan Filed: N	lone											
Departure Point					Sta	te	Airpor	t Identifie	r Dep	oarture	Time	Time Zone
AURORA						MO 2H		2H2		0000		
Destination						State Ai		Airport Identifier				
SHREVEPORT						LA D		OTN				
Type of Clearance: None												
Type of Airspace: Class	G											
Weather Information												
Source of Wx Information:												
Flight	Service Sta	tion										
												Dec: 0
1			FACTUAL	. REPORT	- AVIATI(JN						Page 3

Occurrence Date: 04/02/2000 Occurrence Type: Accident Weather Information Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site 0000 0 0 0 0 0 NM 0 Deg. SkyLowest Cloud Condition: Unknown 0 0 0 0 Ft. AGL Visibility: 0.1 SM Attimeter: Lowest Ceiling: Obscured 0 Ft. AGL Visibility: 0.1 SM Attimeter: Temperature: °C Dew Point: °C Woft Speed: Wind Gusts: Visibility (RVR): 0 Ft. Visibility (RVR): 0 SM Visibility (RVR): 0 Ft. Visibility (RVR): 0 SM Image: Second Plot Attract Explosion None Accident Information Atcraft Erie: Ground Aircraft Explosion None Image: Aircraft Explosion None Image: Finge Plot 1 Image: Image: Image: Image: Image: Image:	National Transportation Safety I	Board	NTSE	BID: FTWO)FA113					
Occurrence Type: Accident Weather Information WOF ID Observation Time Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site 0000 0 0 Ft. MSL 0 NM 0 Deg. Sky/Lowest Cloud Condition: Unknow 0 Ft. AGL Visibility: 0.1 SM Attimeter: 1 0 0 Ft. AGL Visibility: 0.1 SM Attimeter: 1 0 0 Ft. AGL Visibility: 0.1 SM Attimeter: 1 0 Ft. AGL Visibility: 0.1 SM Attimeter: 1 0 Ft. AGL Visibility: 0.1 SM Attimeter: 1 °C Weather Conditions at Accident Site: Instrument Conditions Instrument Conditions Wind Direction: Wind Speed: Wind Gusts: Wind Speed: Wind Speed: Visibility: Accident Information Aircraft Fire: Ground Aircraft Explosion None Instrument Fire: Aircraft Explosion None <td< td=""><td>FACTUAL REPOR</td><td>T</td><td>Occu</td><td colspan="5">Occurrence Date: 04/02/2000</td><td></td><td></td></td<>	FACTUAL REPOR	T	Occu	Occurrence Date: 04/02/2000						
Weather Information Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site 0000 0 Ft. MSL 0 NM 0 Deg. Sky/Lowest Cloud Condition: Unknown 0 Ft. MSL 0 NM 0 Deg. Lowest Ceiling: Obscured 0 Ft. AGL Visibility: 0.1 SM Attimeter: Temperature: °C Dew Point: °C Weather Conditions at Accident Site; Instrument Conditions Wind Direction: Wind Speed: Wind Gusts: Wind Gusts: Visibility (RVR): 0 Ft. Precip and/or Obscuration: Aircraft Fire: Ground Aircraft Explosion None Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor TOTAL First Plot 1	AVIATION		Occu	Occurrence Type: Accident						
Weather Information Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site 0000 0 Ft. MSL 0 NM 0 Deg. SkylLowest Cloud Condition: Unknown 0 Ft. AGL Condition: 0 Light: Day Lowest Ceiling: Obscured 0 Ft. AGL Visibility: 0.1 SM Altimeter: Temperature: °C Dew Point: °C Weather Conditions at Accident Site: Instrument Conditions Wind Direction: Wind Speed: Wind Gusts: Wind Gusts: Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Precip and/or Obscuration: Aircraft Fire: Ground Aircraft Explosion None Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL Second Pilot 1 1 1 1 1 1 Second Pilot 1 1 1 1 1 1	Weather Information				71001001					
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0000 0 Ft. MSL 0 Ft. MSL 0 MI 0 Deg. Sky/Lowest Cloud Condition: University 0 Ft. AGL Condition: University 0 Atmeter Lowest Ceiling: Obscured 0 Ft. AGL Visibility: 0.1 SM Atmeter Temperature: °C Dew Point: °C Weat+Conditions at Accident Site: Instrumetroditions Note Wind Direction: Wind Spect Visibility (NVR): 0 Ft Visibility (NVR): 0 SM Precip and/or Obscuration: Visibility (NVR): 0 Ft Note Aircraft Fire: Srown Aircraft Explosion None Aircraft Damage: Destroyed Image: Aircraft Series None TOTAL Aircraft Explosion None - Injury Summary Matrix Fatal Series Minor None TOTAL TotAL Student Plot 1 Image: Image: <t< td=""><td>Observation Time</td><td></td><td></td><td>levation</td><td></td><td>Istance From /</td><td>Acciu</td><td></td><td></td><td>Direction From Accident Site</td></t<>	Observation Time			levation		Istance From /	Acciu			Direction From Accident Site
Sky/Lowest Cloud Condition: UNUNUNUNUNUNUNUNUNUNUNUNUNUNUNUNUNUNUN	0000			0 Ft. MSL				0 NM		0 Deg. Mag.
Lowest Ceiling: Obscured 0 FL AG Visibility: 0.1 SM Atimeter: Temperature: °C Vertoritors at Accident Site: Instructors at Accident Site: Instructors Visibility: 0 SM Visibility (RVR): 0 FL Visibility: 0 SM Visibility: Visibility: Visibility: Visibility: Visibility: Precipand/or Obscuration: Accident Information Visibility: 0 SM Viscraft Fire: Viscraft Fire: Viscraft Size: Accident Information Aircraft Damage: Destroyed Aircraft Series Viscraft Fire: Viscraft Series Aircraft Series Precipand/or Obscuration: Aircraft Damage: Destroyed Aircraft Series Viscraft Fire: Viscraft Series Aircraft Plot - Injury Summary Matrix Fatal Series Minor TOTAL First Plot I I I I Second Plot I I I I Second Plot I I I I Flight Instructor I I I I Flight Instructor I I I I Check Plot I I I I	Sky/Lowest Cloud Condition: Unkr	nown				0 Ft. AGL		Condition of	of Ligł	nt: Day
Temperature:°CDer Point:°CWeather Conditions at Accident Site: Instrument ConditionsWind Direction:Wind Speet:Wind Gusts:Visibility (RVR):0Ft.Visibility (RVV)0SMPrecip and/or Obscuration:Ft.Visibility (RVV)0SMAccident InformationAircraft Fire: SrowAircraft Explosion NoneAircraft Damage:DestroyedAircraft Fire: GrowAircraft Explosion None- Injury Summary MatrixFatalSeriousMinorTOTALFirst Pilot1I11Second PilotIII1Filight InstructorIIIIFilight InstructorIIIICheck PilotIIIIInder Student PilotIIIIStudent PilotIIIIFilight InstructorIIIICheck PilotIIIIInder Student PilotIIIStudent PilotIIIFilight InstructorIIICheck PilotIIIInder Student PilotIIIInder Student PilotIIIInder Student PilotIIIInder Student PilotIIIInder Student PilotIIIInder Student PilotIII	Lowest Ceiling: Obscured			0 Ft. AGL	Visib	ility: 0).1	SM	Alti	meter: "Hg
Wind Direction: Wind Speed: Wind Gusts: Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Precip and/or Obscuration: 0 SM Accident Information Aircraft Fire: Ground Aircraft Explosion None Aircraft Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 1 1 Second Pilot 1 1 1 Student Pilot 1 1 1 Flight Instructor 1 Check Pilot	Temperature: °C	Dew Point:		°C Weath	ner Condi	itions at Accide	ent Si	ite: Instrum	nent (Conditions
Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Precip and/or Obscuration: Precip and/or Obscuration: Aircraft Precipient of the second of the	Wind Direction:	Wind Spe	ed:		Win	d Gusts:				
Precip and/or Obscuration: Accident Information Aircraft Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor TOTAL First Pilot 1 1 1 Second Pilot 1 1 1 Student Pilot 1 1 1 Filight Instructor 1 1 1 Check Pilot 1 1 1	Visibility (RVR): 0 Ft.	Visibility ((RVV)	0 SM						
Accident Information Aircraft Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 1 1 1 Second Pilot 1 1 1 Student Pilot 1 Flight Instructor Check Pilot	Precip and/or Obscuration:		-							
Accident Information Aircraft Fire: Ground Aircraft Explosion None Aircraft Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 1 1 1 Second Pilot 1 1 1 Student Pilot 1 1 1 Flight Instructor 1 1 1 Check Pilot 1 1 1										
Accident Information Aircraft Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 11 - Intervention Intervention Intervention Second Pilot 10 - Intervention Intervention Intervention Student Pilot Intervention Intervention Intervention Intervention Intervention Flight Instructor Intervention Intervention Intervention Intervention Intervention Check Pilot Intervention Intervention Intervention Intervention Intervention										
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Accident Information Aircraft Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 1 1 Second Pilot 1 1 Student Pilot 1 1 Flight Instructor 1 1 Check Pilot 1 1										
Aircraft Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 0 1 Second Pilot 0 0 0 0 Student Pilot 0 0 0 0 Flight Instructor 0 0 0 0 Check Pilot 0 0 0 0	Accident Information									
- Injury Summary MatrixFatalSeriousMinorNoneTOTALFirst Pilot1111Second Pilot1111Student Pilot1111Flight Instructor1111Check Pilot1111	Aircraft Damage: Destroyed	Damage: Destroyed Aircraft Fire: Ground Aircraft Explosion N							n None	
- Injury Summary MatrixFatalSeriousMinorNoneTOTALFirst Pilot1111Second Pilot1111Student Pilot1111Flight Instructor1111Check Pilot1111										
First Pilot11Second PilotImage: Second PilotImage: Second PilotImage: Second PilotStudent PilotImage: Second PilotImage: Second PilotImage: Second PilotFlight InstructorImage: Second PilotImage: Second PilotImage: Second PilotCheck PilotImage: Second PilotImage: Second PilotImage: Second Pilot	- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL				
Second PilotImage: Constraint of the second pilotImage: Constraint of the second pilotStudent PilotImage: Constraint of the second pilotImage: Constraint of the second pilotCheck PilotImage: Constraint of the second pilotImage: Constraint of the second pilot	First Pilot	1				1				
Student Pilot Image: Comparison of the student pilot Flight Instructor Image: Comparison of the student pilot Check Pilot Image: Comparison of the student pilot	Second Pilot									
Flight Instructor Image: Check Pilot	Student Pilot									
Check Pilot	Flight Instructor									
	Check Pilot									
Flight Engineer	Flight Engineer									
Cabin Attendants	Cabin Attendants									
Other Crew	Other Crew									
Passengers 1 1	Passengers	1				1				
- TOTAL ABOARD - 2 2	- TOTAL ABOARD -	2				2				
Other Ground 0 0 0 0	Other Ground	0	0	0		0				
- GRAND TOTAL - 2 0 0 2	- GRAND TOTAL -	2	0	0		2				
			FACT	UAL REPO	RT - AV	TATION				Page 4

National Transportation Safety Board	NTSB ID: FTW00FA113	
FACTUAL REPORT	Occurrence Date: 04/02/2000	
AVIATION	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC)		
DOUGLAS D. WIGINGTON		
Additional Persons Participating in This Accident/Incide	ent Investigation:	
LITTLE ROOK, AR		
GREGORY ERICKSON WILLIAMSPORT, PA		
/		