

Jerry King

## Airport Safety Report Summary

1. National Transportation Safety Board list of incidents from 1978-2018 show 27 total incidents with only one fatality.
2. In addition to the incident report for that time period, I am submitting samples of incident reports from 1998-2018. There are 12 detailed reports.
3. None of the incidents cite the Aurora Airport runway to be inadequate in length and contributing to the cause of the incident. Rather, all incidents, except one, are due to pilot error or mechanical issues with the plane. Since all maintenance issues are subject to pilot responsibility, those issues might be included under pilot error as well. This singular incident cited concerned a missing plane and pilot, never recovered, and an assumed fatality.
4. The Aurora Airport has the lowest incident rate of airports in the metropolitan area. When compared to other Oregon airports with paved 5000' runways, plus or minus 800', it is about average in incident rates.
5. When the Aurora Airport is restricted to aircraft certified for its runway length, it appears to be quite safe with an adequate runway. On the other hand, if larger aircraft are given ODA waivers to use the airport, these aircraft run the risk of exceeding the safety measures of the runway and could lead to accidents. It would seem prudent to stay within the aircraft restrictions for the current runway length to remain safe for the pilots, aircraft, and surrounding communities.

### Exhibits:

- A. NTSB Incident Summary Reports for Aurora Airport 1978-2018
- B. Detailed Reports of Incidents 1998-2018
- C. Map of my home's location.

## Incident records for Oregon airports with approx. 5000' paved runway 1978-2018

Astoria	11	Prineville	24
Aurora	27	Roseburg	16
Baker City	9	Sun River	2
Beaver Marsh	4	The Dalles	24
Bend	63	Tillamook	10
Burns	33	Troutdale	25
Cave Junction	3		
Christmas Valley	0	Average incident rate for all 26 airports =	
Corvallis	26		16
Denmark	0	Hillsboro	75
Hermiston	11	PDX	48
John Day	12	Salem	27
Joseph	5		
La Grande	18		
Lakeview	12		
Madras	14		
McMinnville	17		
Newport	9		
North Bend	15		
Ontario	23		

# Aurora, OR




**Legend**  
Jerry King 20836 Yukon St NE



2000 ft

# FAA Incident Report for UAO 1978-2018



**NATIONAL TRANSPORTATION SAFETY BOARD**

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A docket of supporting materials may exist for factual and probable cause reports. Please contact Records Management Division. Dockets are not available for preliminary reports.

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Page size: 50 27 items in 1 pages

(Estimated) Report Publish Date(s)	Report(s)	Event Date	Location	Make/Model	Registration Number	NTSB No.	Event Severity	Type of Air Carrier Operation and Carrier Name (Doing Business As)
Factual 09/13/2018 Final 11/15/2018	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	01/02/2018	Aurora, OR	CESSNA T210L	N2122S	WPR18LA057	Nonfatal	
Factual 11/08/2013 Final 11/19/2013	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	08/14/2013	Aurora, OR	PIPER PA-20	N6939K	WPR13CA372	Nonfatal	
Factual 03/18/2011 Final 06/08/2011	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	01/18/2011	Aurora, OR	PIPER PA-24-250	N3TP	WPR11CA141	Nonfatal	
Factual 07/31/2012 Final 10/04/2012	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	09/11/2010	Aurora, OR	Savage Savage-Cozy	N9699	WPR10LA456	Nonfatal	
Factual 09/28/2010 Final 03/16/2011	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	09/03/2010	Aurora, OR	CHAMPION 7EC	N7415B	WPR10CA447	Nonfatal	
Factual 09/28/2010 Final 01/07/2011	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	02/18/2010	Aurora, OR	CESSNA 210L	N777FW	WPR10LA140	Nonfatal	
Factual 08/19/2008 Final 08/28/2008	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	03/27/2008	Aurora, OR	Kenney RV6	N65MK	SEA08LA098	Nonfatal	

*Jenny King*

# FAA Incident Report for UAO 1978-2018

Factual 12/12/2007 Final 12/20/2007	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	07/07/2007	Aurora, OR	Cub Crafters, Inc. CC11-100	N222TB	LAX07FAMS1	Fatal(1)
Factual 07/12/2007 Final 08/30/2007	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	06/03/2007	Aurora, OR	Cessna 182P	N58518	SEA07CA150	Nonfatal
Factual 08/16/2006 Final 10/31/2006	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	05/30/2006	Aurora, OR	Cessna 206H	N8210G	SEA06TA118	Nonfatal
Factual 05/25/2006 Final 08/29/2006	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	03/28/2006	Aurora, OR	Cessna 172	N20488	SEA06CA082	Nonfatal
Factual 06/20/2005 Final 09/13/2005	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	06/08/2005	Aurora, OR	Micco Aircraft Company MAC-145A	N223MJ	SEA05CA113	Nonfatal
Factual 08/03/2004 Final 09/29/2004	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	06/17/2004	Aurora, OR	Balloon Works Fire Fly 9	N3097R	SEA04CA109	Nonfatal
Factual 07/15/1999 Final 03/31/2000	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	05/21/1999	AURORA, OR	Cessna R172K	N1909V	SEA99LA072	Nonfatal
Factual 02/22/1999 Final 01/10/2000	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	07/07/1998	AURORA, OR	Piper PA-22	N2646A	SEA98LA126	Nonfatal
Factual 11/29/1996 Final 02/28/1997	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	06/14/1996	AURORA, OR	Piper PA-34-200T	N67SA	SEA96LA127	Nonfatal
Factual 02/03/1997 Final 05/23/1997	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	06/09/1996	AURORA, OR	Beech 35	N2145D	SEA96LA121	Nonfatal

Factual 06/16/1994 Final 01/26/1995	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	03/01/1994	AURORA, OR	Mikoyan MiG MiG-17T	N306DM	SEA94LA088	Nonfatal
Final 02/08/1993	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	06/08/1991	AURORA, OR	BOEING E75	N1067N	SEA91LA129	Nonfatal
Final 03/24/1993	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	03/16/1991	AURORA, OR	CLYDE L KING OSPREY II	N69CK	SEA91LA067	Nonfatal
Final 02/14/1989	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	12/11/1987	AURORA, OR	PIPER PA-23-160	N3275P	SEA88LA030A	Nonfatal
Final 02/14/1989	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	12/11/1987	AURORA, OR	PIPER PA-28-161	N2884G	SEA88LA030B	Nonfatal
Final 05/02/1988	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	06/07/1987	AURORA, OR	PIPER PA28-151	N9232K	SEA87LA110	Nonfatal
Factual 02/06/1995	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	08/18/1986	AURORA, OR	MOONEY M-20-J	N201PJ	SEA86LA212	Nonfatal
Factual 02/06/1995	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	11/16/1984	AURORA, OR	PIPER PA-23-250	N5276Y	SEA85LA018	Nonfatal
Factual 02/06/1995	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	09/29/1984	AURORA, OR	GARRE LEO J GLASAIR	N108DR	SEA84LA235	Nonfatal
Final 02/07/1983	<a href="#">Final Report PDF   HTML</a> <a href="#">Data Summary (PDF)</a>	02/07/1982	AURORA, OR	ROCKWELL COMDR 112TCA	N4660W	SEA82FYM09	Nonfatal



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	WPR18LA057
<b>Date &amp; Time:</b>	01/02/2018, 0905 PST	<b>Registration:</b>	N2122S
<b>Aircraft:</b>	CESSNA T210L	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot was conducting a cross-country flight. He reported that, while on the downwind leg preparing to land, he activated the landing gear extension lever but that the green DOWN and LOCKED light did not illuminate. The pilot thought that the landing gear was down but performed a fly-by near the air traffic control tower so that the controller could verify the position of the gear. The controller told the pilot that the landing gear appeared to be down. The controller then cleared the pilot for a second downwind approach and landing. The pilot stated that, while preparing to land a second time, he attempted to raise and lower the landing gear, but the green DOWN and LOCKED light again did not illuminate. The pilot looked in the airplane's landing gear mirror and saw that the gear appeared to be in the down position. During the landing roll, the right main landing gear collapsed, which resulted in substantial damage on the right side of the airplane. The pilot indicated that he had forgotten to perform the alternate landing gear extension procedure before landing, which is used when the gear will not lock into the down position.

A postaccident examination of the landing gear system, which included multiple gear retraction and extension cycles with the gear locked, revealed no anomalies that would have precluded normal operation. The right main landing gear collapsed because it did not lock into place, most likely due to the overcenter drag brace not fully attaining the overcenter position.

## Flight Events

Landing-landing roll - Landing gear collapse

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A collapse of the right main landing gear during the landing roll because the gear would not lock into place. Contributing to the accident was the pilot's failure to perform the alternate landing gear extension procedure before landing.

## Findings

Aircraft-Aircraft systems-Landing gear system-Main landing gear-Incorrect use/operation - C  
Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Not used/operated - F  
Personnel issues-Action/decision-Action-Forgotten action/omission-Pilot - F  
Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot - F

## Pilot Information

Certificate:	Private	Age:	78
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2201 hours (Total, all aircraft), 1673 hours (Total, this make and model), 2018 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2122S
Model/Series:	T210L M	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental Motors, Inc.
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UAO, 200 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	2° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Everett, WA (PAE)	Destination:	Aurora, OR (KUAO)

## Airport Information

Airport:	Aurora State Airport (KUAO)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	5003 ft / 100 ft		

## Wreckage and Impact Information

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Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	45.247222, -122.770000		

## Administrative Information

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Investigator In Charge (IIC):	Thomas Little	Adopted Date:	11/15/2018
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96547">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96547</a>		

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.





# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	WPR13CA372
<b>Date &amp; Time:</b>	08/14/2013, 1400 PDT	<b>Registration:</b>	N6939K
<b>Aircraft:</b>	PIPER PA-20	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that during the landing roll, the airplane encountered a wind gust from the right, which caused the airplane to weathervane to the right. He said that due to the airplane's slow speed, left rudder was ineffective, and by the time he applied left brake the airplane had ground-looped. The left main landing gear collapsed, and the left wing sustained substantial damage. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Flight Events

- Landing-landing roll - Other weather encounter
- Landing-landing roll - Loss of control on ground
- Landing-landing roll - Dragged wing/rotor/float/other

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain directional control while landing in gusting wind conditions, which resulted in a ground-loop.

## Findings

- Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
- Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
- Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Contributed to outcome

## Pilot Information

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<b>Certificate:</b>	Private	<b>Age:</b>	82
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2125 hours (Total, all aircraft), 2000 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6939K
Model/Series:	PA-20	Engines:	1 Reciprocating
Operator:	CSIZMAZIA JOSEPH	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-290 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	15 knots / 20 knots, Variable
Temperature:	27° C	Visibility	6 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hood River, OR (4S2)	Destination:	Aurora, OR (UAO)

## Airport Information

Airport:	AURORA STATE (UAO)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	5004 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	45.241389, -122.768611		

## Administrative Information

Investigator In Charge (IIC):	Lawrence Lewis	Adopted Date:	11/19/2013
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87783">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87783</a>		

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# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	WPR11CA141
<b>Date &amp; Time:</b>	01/18/2011, 1500 PST	<b>Registration:</b>	N3TP
<b>Aircraft:</b>	PIPER PA-24-250	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that he entered the airport's traffic pattern for landing and landed the airplane with the landing gear retracted. He said that he did not use a landing checklist, and that he was wearing a noise-canceling headset and did not hear the landing gear caution horn when he reduced the throttle for landing. The bottom of the airplane sustained structural damage requiring the replacement of several bulkheads and associated stringers, as well as a significant area of skin.

## Flight Events

Landing - Landing gear not configured

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to lower the landing gear prior to landing.

## Findings

Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Not used/operated - C  
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

## Pilot Information

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<b>Certificate:</b>	Private	<b>Age:</b>	67
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1800 hours (Total, all aircraft), 1500 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3TP
Model/Series:	PA-24-250	Engines:	1 Reciprocating
Operator:	Phillip C. Spencer	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-C1B5
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 230°
Temperature:	13° C	Visibility	30 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Newberg, OR (ZS6)	Destination:	Aurora, OR (UAO)

## Airport Information

Airport:	Aurora State (UAO)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	5004 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Latitude, Longitude:	45.252500, -122.769167		

## Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Adopted Date:	06/08/2011
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78400">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78400</a>		

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# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	WPR10LA456
<b>Date &amp; Time:</b>	09/11/2010, 1740 PDT	<b>Registration:</b>	N9699
<b>Aircraft:</b>	Savage Savage-Cozy	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to a witness, while the airplane was in the traffic pattern, he heard "strange noises" emanating from the engine. A plot from an onboard global positioning system unit indicated that the airplane had completed one takeoff and landing, and a second orbit of the traffic pattern had occurred. The track then showed the airplane turn back toward the middle of the runway at a 45-degree angle before the airplane reached the downwind leg. The track showed the airplane then turn right to parallel the runway. Near the end of the runway, the airplane turned left and crashed. Total elapsed time was about 11 minutes. The pilot was likely attempting to land on a taxiway due to the loss of engine power described by the witness; however, the airplane struck the top of a hangar and came to rest inverted. A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

## Flight Events

Approach-VFR pattern downwind - Loss of engine power (partial)  
Landing - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane following a loss of engine power in the traffic pattern; the cause of the loss of engine power for reasons that could not be determined because postaccident examination of the airframe and engine did not reveal any anomalies that would have precluded normal operation.

## Findings

Environmental issues-Physical environment-Object/animal/substance-Residence/building-Effect on operation  
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	145 hours (Total, all aircraft), 28 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Savage	<b>Registration:</b>	N9699
<b>Model/Series:</b>	Savage-Cozy	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	UAO, 200 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 20°
<b>Temperature:</b>	23° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Aurora, OR (UAO)	<b>Destination:</b>	Aurora, OR (UAO)

## Airport Information

<b>Airport:</b>	Aurora State Airport (UAO)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	45.242778, -122.768611 (est)		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Tealeye Cornejo	<b>Adopted Date:</b>	10/04/2012
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77266">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77266</a>		

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# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	WPR10CA447
<b>Date &amp; Time:</b>	09/03/2010, 1220 PDT	<b>Registration:</b>	N7415B
<b>Aircraft:</b>	CHAMPION 7EC	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, during the landing roll in the tailwheel-equipped airplane, a gust of wind struck the airplane and it veered to the left. The pilot said that he added full power to conduct a go around; however, he could not get the airplane to align with the runway centerline. The airplane exited the runway surface and impacted a mobile home, substantially damaging the fuselage and both wings. Shortly after the accident the weather observation system at the airport reported that the wind was variable at five knots. The pilot reported no preimpact mechanical failures or malfunctions with the airframe or engine.

## Flight Events

Landing - Loss of control on ground  
Landing - Runway excursion  
Landing - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during an attempted go around after landing, resulting in a runway excursion.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	188 hours (Total, all aircraft), 49 hours (Total, this make and model), 89 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N7415B
<b>Model/Series:</b>	7EC NO SERIES	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Willamette Aviation Service LLC	<b>Engine Manufacturer:</b>	Continental Motors
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C-90-12F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	UAO, 200 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , Variable
<b>Temperature:</b>	29° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Aurora, OR (UAO)	<b>Destination:</b>	Aurora, OR (UAO)

## Airport Information

<b>Airport:</b>	Aurora State (UAO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5004 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	45.248056, -122.773056 (est)		





# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	SEA08LA098
<b>Date &amp; Time:</b>	03/27/2008, 1230 PDT	<b>Registration:</b>	N65MK
<b>Aircraft:</b>	Kenney RV6	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Flight Test		

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## Analysis

The pilot departed on a test flight for a propeller installation. The pilot said that during the flight, a malfunction occurred and "the propeller was free-wheeling." The pilot force-landed the airplane in soft, muddy terrain and the airplane sustained substantial damage. The pilot did not provide any information regarding the circumstances of the propeller failure following the accident and the reason for the malfunction was not determined.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A propeller malfunction for undetermined reasons.

## Findings

Occurrence #1: PROPELLER FAILURE/MALFUNCTION  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. TERRAIN CONDITION - MUDDY

## Pilot Information

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<b>Certificate:</b>	Commercial	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Kenney	<b>Registration:</b>	N65MK
<b>Model/Series:</b>	RV6	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Larry Morgan	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Flight Test		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	UAO, 200 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 16 knots, 190°
<b>Temperature:</b>	7°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Aurora, OR (UAO)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	45.246944, -122.772222		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kristi Dunks	<b>Adopted Date:</b>	08/28/2008
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	LAX07FAMS1
<b>Date &amp; Time:</b>	07/07/2007, 0500 PDT	<b>Registration:</b>	N222TB
<b>Aircraft:</b>	Cub Crafters, Inc. CC11-100	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane departed the airport some time after 0500 and never returned. An extensive 10-day search was conducted by the Civil Air Patrol. The airplane was not located.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The airplane is missing.

## Findings

Occurrence #1: MISSING AIRCRAFT  
Phase of Operation: UNKNOWN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Pilot Information

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<b>Certificate:</b>	Airline Transport; Flight Instructor; Sport Pilot	<b>Age:</b>	65
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	23950 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

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<b>Aircraft Make:</b>	Cub Crafters, Inc.	<b>Registration:</b>	N222TB
<b>Model/Series:</b>	CC11-100	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Courtland L. Mumford	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A(88)
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

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Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KUAO	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	3 knots / , 80°
Temperature:	12 °C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Aurora, OR (KUAO)	Destination:	

## Airport Information

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Airport:	Aurora State Airport (KUAO)	Runway Surface Type:	
Runway Used:	NA	Runway Surface Condition:	
Runway Length/Width:			

## Wreckage and Impact Information

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Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Latitude, Longitude:			

## Administrative Information

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Investigator In Charge (IIC):	Van S McKenny	Adopted Date:	12/20/2007
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	SEA07CA150
<b>Date &amp; Time:</b>	06/03/2007, 1730 PDT	<b>Registration:</b>	N58518
<b>Aircraft:</b>	Cessna 182P	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

In a written statement, the pilot reported that he was returning to Vancouver, Washington, after a go-around at Albany, Oregon, due to a "problem with flaps." The pilot changed his mind en route, and decided to land at Aurora, Oregon, because of the longer and wider runway. The pilot chose to land on runway 17, with the ASOS reporting winds from 240 degrees at 6 knots. The pilot flew a normal approach and "felt good." The airplane bounced on landing and the pilot "gave it some gas to smooth [the] touchdown and then pulled [the] throttle back." The airplane contacted the ground again and bounced even higher. The pilot couldn't remember exactly what happened next, but supposed "we caught a gust of wind which lifted us out of ground effect." The airplane "dropped hard" from the second bounce, resulting in a bent firewall and the propeller striking the runway. After rollout, the pilot taxied the airplane off of the runway to the parking area. In the 15 minutes following the accident, the ASOS reported no wind gusts.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged flare during landing, and his improper recovery from a bounced landing, resulting in collision with the runway.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) FLARE - MISJUDGED - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	111 hours (Total, all aircraft), 71 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N58518
<b>Model/Series:</b>	182P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Tim Blackwood	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470-R 25A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Broken / 12000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 240°
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Vancouver, WA (KUVU)	<b>Destination:</b>	Albany, OR (K512)

## Airport Information

<b>Airport:</b>	Aurora State Airport (KAUO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5004 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	45.249722, -122.772222		



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	SEA06TA118
<b>Date &amp; Time:</b>	05/30/2006, 1430 PDT	<b>Registration:</b>	N8210G
<b>Aircraft:</b>	Cessna 206H	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Public Aircraft		

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## Analysis

At the conclusion of a local orientation flight the aircraft was taxiing from the active runway to a hangar facility adjacent to the taxiway when a collision occurred between the aircraft and a moving vehicle on a taxi lane. The aircraft was on a privately owned taxi lane utilized by taxiing aircraft and ground vehicles. Both vehicles were moving at the time of the collision. The general aviation airport does not have an operating air traffic control tower.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of both the pilot of the aircraft traveling on a taxi lane and the operator of the automobile driving on a taxi lane to maintain an adequate visual lookout and their failure to see and avoid one another.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAXI

### Findings

1. OBJECT - VEHICLE
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

## Pilot Information

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<b>Certificate:</b>	Commercial	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	6300 hours (Total, all aircraft), 6200 hours (Total, this make and model), 4950 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8210G
Model/Series:	206H	Engines:	1 Reciprocating
Operator:	Federal Bureau of Investigation	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540
Flight Conducted Under:	Public Aircraft		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	KUAO, 200 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / , 250°
Temperature:	23° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Aurora, OR (AUO)	Destination:	Aurora, OR

## Airport Information

Airport:	AURORA STATE (3S2)	Runway Surface Type:	
Runway Used:	NA	Runway Surface Condition:	
Runway Length/Width:			

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	45.246944, -122.770000		

## Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Adopted Date:	10/31/2006
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	SEA05CA113
<b>Date &amp; Time:</b>	06/08/2005, 1740 PDT	<b>Registration:</b>	N223MJ
<b>Aircraft:</b>	Micco Aircraft Company MAC-145A	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot said that he was taking a pilot certificated passenger for a sales-demonstration ride. He said that the passenger flew most of the flight to get used to the flight characteristics of the airplane. According to the pilot, on their final landing the passenger got the airplane into a high rate of descent on final. He (the pilot) took control of the airplane, added power for a go-around, but impacted the runway hard, bouncing back into the air. He continued the go-around. The pilot said that he noticed the upper wing skin, at a splice, had popped some rivets and was sticking up a few inches near the leading edge. About the same time, a witness on the ground radioed them saying that their left main landing gear appeared to be damaged. During the final landing sequence, the airplane veered off the left side of the runway, and subsequently folded the right main landing gear under the airplane. Postaccident examination of the airplane revealed that the left aileron, upper left wing and both main wheel wells were bent or wrinkled.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The demonstration pilot's (pilot in command) inadequate supervision of the pilot-passengers descent on final for landing. A contributing factor was the pilot-passengers improper descent on final for landing.

## Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) PROPER DESCENT RATE - IMPROPER - PILOT PASSENGER
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	3741 hours (Total, all aircraft), 60 hours (Total, this make and model), 3526 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	300 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Micco Aircraft Company	<b>Registration:</b>	N223MJ
<b>Model/Series:</b>	MAC-145A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Sportsman Airpark, Inc.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-C1E6
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	UAO, 178 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 340°
<b>Temperature:</b>	21 °C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Aurora, OR (UAO)	<b>Destination:</b>	Aurora, OR (UAO)

## Airport Information

<b>Airport:</b>	Aurora State Airport (UAO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5004 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	45.247222, -122.770000		



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Aurora, OR	<b>Accident Number:</b>	SEA04CA109
<b>Date &amp; Time:</b>	06/17/2004, 0715 PDT	<b>Registration:</b>	N3097R
<b>Aircraft:</b>	Balloon Works Fire Fly 9	<b>Injuries:</b>	2 Serious, 1 Minor, 4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that after about one hour of flight he "...came down to the surface to set up for a landing." He stated the winds were greater than expected (estimated to be 10-12 MPH) and prepared for a high wind landing. The pilot stated that during the landing approach the basket "...impacted land and dragged approximately 30-40 yards before coming to a stop" on its side.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Pilot's failure to compensate for wind conditions. Wind was a contributing factor.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

## Pilot Information

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<b>Certificate:</b>	Commercial	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	716 hours (Total, all aircraft), 0 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Balloon Works	Registration:	N3097R
Model/Series:	Fire Fly 9	Engines:	0
Operator:	Derek Hancock	Engine Manufacturer:	
Operating Certificate(s) Held:	None	Engine Model/Series:	
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	
Lowest Ceiling:		Wind Speed/Gusts, Direction:	/ , 10°
Temperature:		Visibility:	
Precipitation and Obscuration:			
Departure Point:	Tigard, OR	Destination:	Aurora, OR

## Airport Information

Airport:	AURORA STATE (3S2)	Runway Surface Type:	Dirt
Runway Used:	NA	Runway Surface Condition:	Rough; Vegetation
Runway Length/Width:			

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Minor
Passenger Injuries:	1 Serious, 1 Minor, 4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	45.266667, -122.816667		

## Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Adopted Date:	09/29/2004
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	AURORA, OR	<b>Accident Number:</b>	SEA99LA072
<b>Date &amp; Time:</b>	05/21/1999, 0900 PDT	<b>Registration:</b>	N1909V
<b>Aircraft:</b>	Cessna R172K	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot reported that the approach for the full flap landing was normal. The pilot stated that the flare was a little high, about ten feet above the runway, and the stall horn sounded about five feet above the runway. The pilot stated that as the main landing gear touched down 'firmly' with the airplane in a nose high attitude, he added full power. The airplane veered to the left side of the runway, and the flight instructor took over the controls to continue the go-around, not realizing that when the wing dipped down during the veering maneuver, it contacted the runway surface. During the downwind leg, the pilot noticed that the wing tip fairing was vibrating. The flight instructor continued in the pattern and landed without further incident.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Aircraft control was not maintained. The pilot's misjudged flare and inadequate remedial action, along with the flight instructors delayed remedial action were factors.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) FLARE - MISJUDGED - PILOT IN COMMAND
3. (F) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
4. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

## Pilot Information

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<b>Certificate:</b>	Private	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	100 hours (Total, all aircraft), 41 hours (Total, this make and model), 72 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1909V
Model/Series:	R172K R172K	Engines:	1 Reciprocating
Operator:	SCOTT A. BLOOM	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-K
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UAO, 196 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 90°
Temperature:	11° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(UAO)	Destination:	

## Airport Information

Airport:	AURORA STATE (UAO)	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

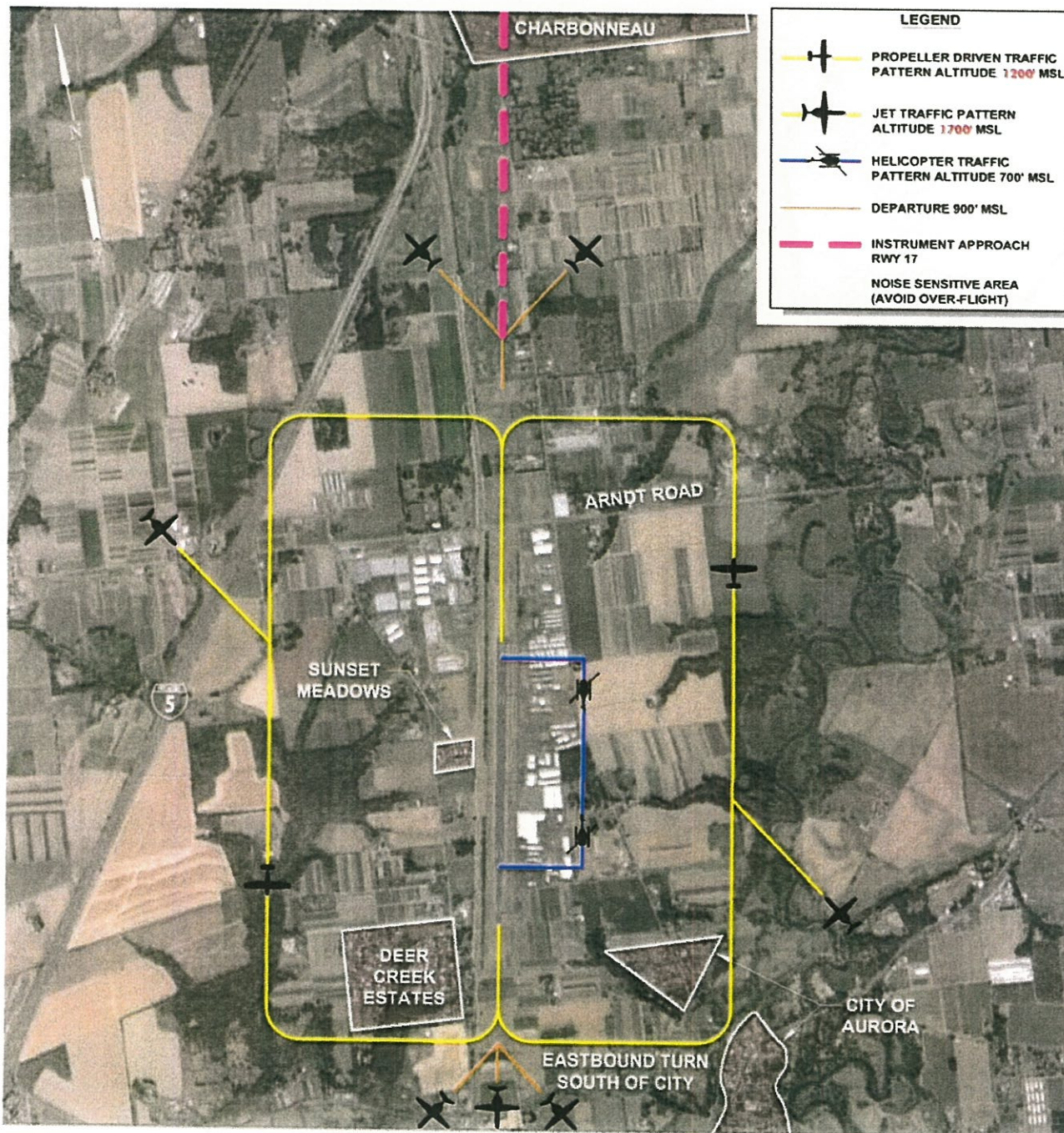
Investigator In Charge (IIC):	DEBRA J ECKROTE	Adopted Date:	03/31/2000
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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**AURORA AIRPORT NOISE ABATEMENT PROCEDURES:  
PREFERRED TRAFFIC PATTERN**

# CALM WIND RWY 35



## Aurora State Airport Noise Management Procedure

Courteous and responsible pilots make the difference by avoiding unnecessary residential Overflights and by flying as quietly as safety permits. Please help us maintain a "Good Neighbor" relationship with the surrounding communities by following these recommended noise management practices.

***BE COURTEOUS—"FLY NEIGHBORLY"***

**NOT FOR NAVIGATION PURPOSE**

IF YOU CAN SAFELY MODIFY YOUR FLYING TO REDUCE NOISE IMPACT, PLEASE DO SO. HERE ARE SOME SUGGESTIONS:

- ◆ Fly the full pattern. Early turns and other shortcuts over nearby residential areas at low altitudes cause many of the Aurora noise complaints. If you fly the full pattern, you should avoid over flying the residential parks west of the airport.
- ◆ Use quiet power/prop settings when safely feasible
- ◆ **The calm-wind RWY 35.** Standard left hand traffic patterns are designated for both runways
- ◆ **Avoid over flying Charbonneau, City of Aurora, and Deer Creek (see diagram).**

### ARRIVAL:

- ⇒ Enter traffic pattern at 45 deg downwind.
- ⇒ Mid-Field crossing: Cross runway at 2200' MSL (2700" MSL Jets) maneuver to 45deg entry

### DEPARTURE:

- ⇒ RWY 35 fly runway heading to 900 MSL turn 45 deg left or right on course "**No Straight Out Departure**"
- ⇒ RWY 17 fly runway heading to 900 MSL turn 45 deg left or right on course or straight out departure

