



FIELD NOTE

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HISTORY OF FLIGHT

On January, , , at central daylight time, a , , was XXXX damaged XXXXX, near XXX, XXXX. The XXX was registered to XXX and operated by XXX, of XXXXX. The XXX pilot and XXX passengers were XXXX injured. XXXX meteorological conditions prevailed and a flight plan was XXX filed for the 14 Code of Federal Regulations Part XXX XXXX flight. The XXX-nautical mile XXXX flight originated from the XXXX, at XXX, and was destined for XXXX.

PERSONNEL INFORMATION

The pilot held a XXXXX pilot certificate with XXXX XXXXXXXX ratings, and was issued a XXXX-class medical on XXXX, XX, XXXX, with the limitation of XXXXX.

Review of the pilot's log books revealed XXX had accumulated a total of XXX hours of flight time, of which, XXX were in the accident make/model XXXX.

The pilot's logbooks were not recovered during the course of the investigation. The pilot reported on his most recent medical application that he has accumulated a total time of XXX hours.

AIRCRAFT INFORMATION

The XXXX-model XXXX, serial number XXX, was a XXX wing, semimonocoque design airplane, with a XXXX landing gear, configured for a maximum of XX occupants.

NON TURBINE AIRCRAFT

The airplane was powered by a normally aspirated, direct drive, air-cooled, horizontally opposed, fuel injected, XXXX-cylinder XXXXX engine, rated at XXX horsepower.

According to the airframe and engine logbooks, the airplane's most recent 100-hour/annual inspection was on XXXX, with a total time of XXX hours. At the time of the accident, the airframe and engine had accumulated a total of XXXX hours, XXX hours since the last inspection.

METEOROLOGICAL INFORMATION

The closest weather reporting station to the accident site was located at the XXXX (XXX), near XXXX, XXX, approximately XX nautical miles XXX of the accident site.



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At XXXX, the automated surface observing system at XXX reported wind from XXX degrees at XX knots, visibility XX statute miles, cloud condition XXXX, temperature XX degrees Fahrenheit, dew point XX degrees Fahrenheit, and an altimeter setting of XX.XX inches of Mercury.

AIDS TO NAVIGATION

[insert navigational aid information here]

COMMUNICATIONS

[insert radio communications here]

AERODROME INFORMATION

[insert airport information here]

FLIGHT RECORDERS

[insert flight recorder information here]

WRECKAGE AND IMPACT INFORMATION

The main wreckage was located in a XXXX, approximately XXX miles XXX. The Global Positioning System (GPS) coordinates recorded at the accident site using a hand held GPS unit were XX degrees XX.XXX minutes North latitude and XXX degrees XX.XXX minutes West longitude, at a field elevation of approximately XXX feet mean sea level (msl). The airplane impacted XXX terrain on a magnetic heading of XXX degrees, and came to rest XXX on a heading of XXX degrees. The wreckage energy path measured approximately XX feet in length.

Accident Site:

Fuselage:

Empennage:

Left Wing:

Right Wing:

Vertical Stabilizer:

Left Horizontal:



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Right Horizontal:

Cockpit:

Engine:

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy and toxicological test were requested and will be conducted by XXXXX, of XXX, XXXX.

SURVIVAL ASPECTS

[insert survival aspect information here]

Seat Restraints Installed:

TESTS AND RESEARCH

[insert any tests and research here]

ADDITIONAL INFORMATION

The wreckage was recovered to XXXXX for further examination at a later date.

The wreckage was released to the owner's representative on XXXXX

WITNESS STATEMENTS AND CONTACT INFORMATION

Witness #1:

Name:

Telephone #:

Address:

Statement:

ORGANIZATIONAL AND MANAGEMENT INFORMATION

NTSB IIC:

O:

C:

FAA Inspector:



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O:
C:

Airframe Manufacturer:

O:
C:

Engine Manufacturer:

O:
C:

Operator:

O:
C:

Law Enforcement / Security:

O:
C:

Insurance:

O:
C:

Wreckage Recovery:

O:
C:

