

PLANE TALK

UPCOMING EVENTS

- **Thursday, October 7, 2004, 7:00-9:30 p.m.**—Aviation Safety Meeting, Senior Citizens Center, 1501 West 29th St., South Sioux City, NE
- **Wednesday, October 13, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, Whisler Aviation Facility, 1251 280th Rd., Seward, NE
- **Wednesday, October 20, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, Infinity Air Inc. Facility, 972 South 64 Rd., Nebraska City Municipal Airport, Nebraska City, NE
- **Tuesday, October 26, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, New Courthouse Meeting Room, 325 North Main St., Valentine, NE
- **Wednesday, October 27, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, Gordon Municipal Airport, HC 91, Box 3B1, Gordon, NE
- **Thursday, October 28, 2004, 7:00 - 9:30 p.m.**—CFI Meeting, Midway Aviation Facility, 4985 Airport Rd., Kearney, NE
- **Wednesday, November 3, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, Eppley Administration Building Auditorium, UNO, 6001 Dodge St., Omaha, NE
- **Tuesday, November 9, 2004, 7:00 - 9:30 p.m.**—CFI Meeting, Roskins Hall, College of Business Admin., UNO, 6001 Dodge St., Omaha, NE
- **Wednesday, November 10, 2004, 7:00 - 9:30 p.m.**—CFI Meeting, FSDO, Municipal Airport, 3431 Aviation Rd., Suite 120, Lincoln, NE
- **Tuesday, November 16, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, McCook Public Power Building, North Highway 83, McCook, NE
- **Wednesday, November 17, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, Terminal Bldg., Leo Johnson Conf. Room, North Platte, NE, Regional Airport, 5400 East Lee Bird Dr.
- **Thursday, November 18, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, Municipal Airport, Terminal Bldg., 1501 North Airport Rd., Lexington, NE
- **Wednesday, December 1, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, J & D Aircraft Service Hangar, Municipal Airport, 4003 County Road G, Tekamah, NE
- **Wednesday, December 8, 2004, 7:00 - 9:30 p.m.**—Aviation Safety Meeting, Terminal Bldg, Municipal Airport, O'Neill, NE

www.faasafety.gov

FAA, Flight Standards District Office, 3431 Aviation Road, Suite 120, Lincoln, NE 68524, 402 475-1738, FAX 402 474-7013

<http://www.faa.gov/fsdo/lincoln>

For Safety Meeting Info- www.faasafety.gov

CHANGE OF ADDRESS

If you change your address or do not want to continue to receive PLANE TALK, please let us know so we can change our address listing.

FAA AVIATION NEWS

For more FAA information, you can subscribe to the **FAA AVIATION NEWS** magazine by calling the Government Printing Office (GPO) at (202) 512-1800. GPO's code for the magazine is FAN. You can also call the FSDO, (402) 475-1738, and ask for a copy of the magazine and use the subscription form included in the magazine. We only get a few extra copies of the magazine for each edition, but we will put your name on a waiting list and send you one when we get it. Cost of the magazine is \$21.00 per year.

SECURITY

As we reported in our last newsletter, because of increased security at FAA offices, we must keep our office locked; therefore, no one will be allowed in the office without an appointment. **Also, when entering our facility, you may not have any items in your possession that are not fully exposed and easily viewed. Briefcases, purses and backpacks are not allowed. REMEMBER: PLEASE CALL FOR AN APPOINTMENT BEFORE YOU MAKE A TRIP TO OUR OFFICE.**



WINGS PROGRAM PARTICIPANTS



Congratulations to the following pilots for having successfully participated in the Pilot Proficiency Award (WINGS) Program:

PHASE I: James D. Carpenter, Calvin L. German, Andrew C. Hove, Jr., Kenton Larson, Jerry Mulliken, Kathleen A. Schuh, Jason Shank, Gene Uden

PHASE II: Albert L. Lubken, Kevin L. Saathoff, Arlin Scherbarth

PHASE III: David J. Koukol, Bayne Linden, Gerald S. Pfeiffer

PHASE IV: Vernon L. Platt, Allen Soll, Mark Werth

PHASE VI: Susan Biba, Pat Dennison, Ken Kespohl

PHASE VII: Ted Kayton, Thomas W. Trumble

PHASE VIII: Mylon R. Eisenhauer, Philip E. Jossi, Daniel R. Peterson, Larry M. Smith

PHASE IX: Arthur W. Jordan, Kenneth F. Rieger, Rodney J. Rudebusch

PHASE XI: Ken Rosene, Hal Ellis



FSDO NEWS



Meet Diana Frohn, the new Lincoln FSDO Manager:

Before telling you about myself, I'd like to say how pleased I am to be here in Lincoln and back into a field office again. As I detail where I have been, I think you'll understand why I am so excited about this new challenge. But first, a little history lesson—

My aviation career began in 1974 with the U.S. Navy as a jet engine mechanic on several models of military aircraft and engines. My assignments included engine maintenance and overhaul, line maintenance, engine test-cell operations, shop supervisor, and quality assurance inspector/representative. After almost 15 years, I left the Navy and entered civil aviation as a quality control inspector for a large Part 145-certificated repair station. I performed work on numerous transport-category aircraft for several airlines. While there, I obtained my FAA mechanic certificate with airframe and powerplant ratings.

In 1991, I returned to government service as a quality assurance specialist with NASA at the John F. Kennedy Space Center. My assignments covered all aspects of contractor oversight activities on space shuttle processing and assembly, preparation for missions, and inspection of the space shuttle, external fuel tank, solid rocket boosters, and the space shuttle main engines.

However, I missed the smell of burning jet fuel and left NASA to begin my FAA career with the Boston Flight Standards District Office as an airworthiness aviation safety inspector. I have worked in both the general aviation and the air carrier specialties since joining the agency. The Lincoln FSDO will be my third FSDO and region since coming to the FAA, not counting my last assignment, where I was the branch manager for the General Aviation and Repair Station Branch, AFS-340, in FAA National Headquarters. I was assigned the team leader position for the part 145 rule-making effort in September of 2000 which came to fruition when the new repair sta-

tion rule was implemented in January 2004 (this rule revision began in 1987). In addition to repair station rulemaking and policy, I oversaw the development and issuance of regulations, FAA policy, and industry guidance for all non-air carrier activities.

I am excited about working with the inspectors in the FSDO and with the aviation community in this district. Our goal is the same—to promote safety in all aspects of aviation. Each area of aviation has its way of doing that—

- § Pilots by flying safely, flying by the rules, and making good decisions when operating aircraft within the national airspace;
- § Mechanics by following the maintenance program for the aircraft they maintain and employing sound judgment when determining whether an aircraft is airworthy or not;
- § Air operators and air agencies by following the regulations, their maintenance programs, and promoting safety and compliance in every facet of their operation;
- § FAA aviation safety inspectors by following their guidance, ensuring compliance with the Federal Aviation Regulations, and providing the flying public with the assurance that each aircraft or airman operating in the airspace deserves to be there because they meet the appropriate requirements.

Aviation continues to see tremendous changes. Regardless of where we work or what we do in aviation, our goal must remain constant—only our path to that goal may be different. I look forward to meeting many of Nebraska's aviators at the FAA safety seminars conducted throughout the state and to exchanging ideas on how we can improve aviation in our communities.

GETTING LOST HAS A WHOLE NEW MEANING

The other day my father-in-law and I went over to a small marina to buy some parts for his bass boat, and I had the opportunity to observe a guy taking delivery of his new toy. This boat, if you want to call it that, had triple, yeah I said it, triple 12-channel Global Positioning System (GPS) receivers with more bells and whistles than you could shake a stick at. This was overkill in my opinion, but I wasn't the one writing the check. In talking with the gentlemen about the navigational capabilities of his boat, he started relating a story concerning his aviation career 35 some odd years ago as a student pilot in an Aeronca 7AC. Since he didn't know what I did for a living, and who am I to interrupt a good story, he related getting lost on his first solo cross-country. We all had a good laugh about how far we the aviation community have come in navigational capabilities, what's available to the typical VFR weekend pilot, and what the future holds for additional advancements in VFR hand-held GPS's.

Back in the early 1990's when GPS was new, and the technology was overwhelming, we thought a hand-held GPS with en route capability was the greatest thing since sliced bread. Here's what's available today:

- A panel page with standard HSI presentation, airspeed, altitude, turn and bank, vertical speed, time, distance to selected waypoint
- Logbook features that automatically record departure airports, arrival air-

ports, and flight time

- Extended runway centerlines on a moving map
- Split screen moving map and HSI display
- Terrain and obstacle information
- Configurable buffer zones
- Obstacle database, towers, buildings etc.
- Pop-up alerts
- WAAS capable GPS receiver with 15 hours of operational capability on a battery pack

That's a very short listing of what's on the market right now! Remember the title of this article?

The main point I'm trying to make in all this is that with all the advancements in navigational capabilities, you still have in aviation speak, a VFR only, hand-held system. It does not replace any of the instruments or radios in the aircraft you own or rent, and it supplements the instruments and radios that were part of the original, or follow-on certification for that airplane during VFR operations only. What does the future hold for hand-held GPS receivers? Who knows! One question I can answer; what does a Waco and a 300 horsepower bass boat have in common?

You always turn your hat around backwards before takeoff.

Fly safely and be smart!!

Jerry Crowley, ASI



NEW ONLINE SERVICES FOR AIRMEN

U. S. airmen who lose their certificate accidentally can get back into the air more quickly than in the past, thanks to a new and expanded service of the FAA's Civil Aviation Registry.

Replacement certificates and temporary authority to operate can be requested through an online services account on the FAA Civil Aviation Registry web site, <http://registry.faa.gov>.

These new options allow airmen to receive, by fax or e-mail, temporary authority

to operate in the event a certificate has been lost or destroyed and they need to operate an aircraft immediately or within 14 days. They are also able to request and pay for a replacement certificate online.

Currently online services include requesting and renewing reserved "N" numbers, requesting special "N" numbers, requesting copies of aircraft records, and changing addresses of airmen.



SPORT PILOT AND LIGHT-SPORT AIRCRAFT RULE

On July 16, 2004, FAA Administrator Marion C. Blakey signed the Sport Pilot and Light-Sport Aircraft Rule. It went into effect on September 1, 2004.

Currently certificated pilots can take advantage of many of the benefits of the new rule, such as those provisions relating to the exercise of sport pilot privileges without the necessity of holding an airman medical certificate. Persons seeking certification as airmen under the rule or seeking the certification of light-sport aircraft under the rule will not be able to obtain such certification immediately after the

rule's effective date. However, the FAA is working closely with the sport aviation community and those organizations that support its members to ensure that each milestone on the FAA's implementation plan is met and that information regarding implementation of the rule is made available in a timely manner.

You can find information on the rule at <http://www.faa.gov/avr/afs/sportpilot/index.cfm>. You can also access the information from the Lincoln FSDO website at <http://www.faa.gov/fsdo/lincoln> and then click on Sport Pilot.

ATTENTION 172 OWNERS/OPERATORS

A mechanic was performing a 100-hour inspection on a Cessna 172 when he noticed through an inspection port what appeared to be a small crack on the lower skin attachment fitting in the tail section. While applying a small amount of upward pressure to the outside horizontal stabilizer, a sound of grinding metal was heard confirming a problem may exist. By removing the inspection port cover in the tail section, the mechanic noticed a crack protruding through the center section skin assembly by the use of a mirror and flashlight. The center section skin assembly covers the forward spar to the extent that it prohibits a clear visual inspection through the inspection port and lightning hole. Upon removal of the horizontal stabilizer, it was noted the forward spar had a crack that radiated through the entire assembly. The spar assembly Part Number 0532001-98 is the original part of the 1979 airplane (approximately 25 years since new).

After examining the part, it was found that the center stabilizer skin, Part Number 0532001-23, surrounds the area in question and makes it difficult to ensure a proper inspection is complied with. With this in mind, a crack that penetrates only partially through could possibly go unnoticed during a visual inspection. It was also noted the forward spar, which is in its original state, has a two-piece doubler that does not run through the middle of the spar. The replacement spar has a one-piece doubler that provides the added

strength in the center section needed to help prevent it from failing.

This aircraft appears to have the original part installed and has approximately 7900 hours total time. The alarming aspect of the horizontal stabilizer assembly is that if a crack in the forward spar radiates through the entire assembly and weakens it enough at any point, it could cause a catastrophic event such as total loss of control of the elevator input and/or the stabilizer. With the tail weakened at any critical point along the spar, an encounter with turbulence or practicing stalls could cause the spar to fracture rendering the elevator and the stabilizer useless and causing the aircraft to become uncontrollable.

Aging Aircraft

It is obvious the age of general aviation is getting higher than the life expectancy of the airframe and components was ever anticipated. With this in mind, we must look at these aircraft as an aging aircraft fleet whether they are used for business, flight training, or for personal use. We always hear of the aging aircraft fleet and the term is usually referred to in the "Air Carrier" field and not in the "General Aviation" field. The aircraft in the "General Aviation" field are really in the same category as far as "aging" is concerned and should be treated as such. Flight time and cycles may not be at such high levels as with larger aircraft however the "age" of the aircraft and how it has been main-

It is obvious the age of general aviation is getting higher than the life expectancy of the airframe and components was ever anticipated.

ATTENTION 172 OWNERS/OPERATORS (Continued)

tained throughout its entire life comes into play.

As we all know, some aircraft have had a harder life than others. Some aircraft have sat out in the weather year round while others have a hangar to park in. Some aircraft are in hot and humid conditions while others are in the driest of conditions. And some never leave the confines of a dirt or grass landing strip while others never have had to land on anything other than a concrete or asphalt strip.

We have thousands and thousands of small aircraft out in the system being used for a wide variety of purposes. Some are being used for flight instruction. This could diminish the life expectancy of the aircraft greatly just by the additional stress of possibly harder than normal landings. Strain on the airframe while performing more than normal amounts of stalls and maneuvers could also cause a reduction in life expectancy. Others are being used for personal use to go on family vacations or just flying locally. And some are used for business use. Whatever it is being used for, the older it gets the more upkeep it is going to take.

The inspection data for just about every aircraft is out there for everyone to use and to follow. Some data is fairly vague while other data is very complex. Some things, as stated earlier, are more important than others, however, the items included in a Service Bulletin or even a

Mandatory Service Bulletin should be looked at very closely. As with this scenario, the outcome could have been catastrophic if the crack had gone unnoticed for a great deal of time.

This is something that we see all too often. A Service Bulletin or even a Mandatory Service Bulletin from a manufacturer comes out and goes overlooked, unnoticed or is disregarded because it is too expensive. We are not saying this happened here, and we would hope it wouldn't be the case anywhere else, but we have to be realistic about things. Inspections are not cheap, flying is not cheap, and this is not just a hobby anymore. Sometimes decisions are made during an inspection as to what **should** be fixed vs. what **needs** to be fixed. Some items may meet tolerances at the time of inspection but the question is; will they make it to the next one?

Just remember the next time you are up in the clouds, or in the clear blue-sky, you can't just pull over somewhere if you have a problem. Safety is not cheap by any stretch of the imagination. If something is worn due to excessive use or time has taken its toll on a particular item, then it is time for that item to be swapped with a new or serviceable item. Remember, safety is the goal and getting back to your original destination in one piece should be everyone's goal. Your passengers will be glad you made all the right decisions.

Tom Ronk, ASI

*Sometimes decisions are made during an inspection as to what **should** be fixed vs. what **needs** to be fixed.*

AVIATION MAINTENANCE TECHNICIAN AWARDS

A "well done" to the maintenance technicians who have successfully participated in the Aviation Maintenance Awards Program:

DIAMOND

Chris Painter

GOLD

Ken Collie

Harry Nitz

Jim Simonitch

Denis Cahil

Curtis Lubker

Tommy Johnson

Stanley Denman

RUBY

Ed Spillman



INTERNET SERVICE DIFFICULTY REPORTING

The Federal Aviation Administration (FAA) Internet Service Difficulty Reporting (iSDR) web site is the front-end for the Service Difficulty Reporting Systems (SDRS) database that is maintained by the Aviation Data Systems Branch, AFS-620, in Oklahoma City, Oklahoma. The iSDR web site supports the Flight Standards Service (AFS), Service Difficulty Program by providing the aviation community with a voluntary and electronic means to conveniently submit in-service reports of failures, malfunctions, or defects on aeronautical products. The objective of the Service Difficulty Program is to achieve prompt correction of conditions adversely affecting continued airworthiness of aeronautical products. To accomplish this, Mechanical Reliability Reports (MRRs), Malfunction or Defect Reports (M or Ds), or Service Difficulty Reports (SDRs) as they are commonly called, are collected, converted into a common SDR format, stored and made available to the appropriate segments of the FAA, the aviation community and the general public for review and analysis. SDR data is accessible through the "Query SDR data" feature on the iSDR web site at: <http://av-info.faa.gov/isdr/>

A report should be filed whenever a system, component, or part of an aircraft, powerplant, propeller, or appliance fails to function in a normal or usual manner. In addition, if a system, component, or part of an aircraft, powerplant, propeller, or appliance has a flaw or imperfection, which impairs or may impair its future function, it is considered defective and should be reported under the Service Difficulty Program.

The collection, collation, analysis of data, and the rapid dissemination of mechanical discrepancies, alerts and trend information to the appropriate segments of the FAA

and the aviation community provides an effective and economical method of ensuring future aviation safety.

The FAA analyzes SDR data for safety implications and reviews the data to identify possible trends that may not be apparent regionally or to individual operators. As a result, the FAA may disseminate safety information to a particular section of the aviation community. The FAA also may adopt new regulations or issue airworthiness directives (ADs) to address a specific problem.

The iSDR website provides an electronic means for the general aviation community to voluntarily submit reports, and may serve as an alternative means for operators and air agencies to comply with the reporting requirements of Title 14 of the Code of Federal Regulations (CFR) Sections 121.703, 125.409, 135.415, and 145.221, if accepted by their certificate-holding district office. FAA Aviation Safety Inspectors may also report service difficulty information when they conduct routine aircraft maintenance surveillance, as well as accident and incident investigations.

The SDRS database contains records dating back to 1974. At the current time, we are receiving approximately 45,000 records per year. Reports may be submitted to the iSDR web site on an active date entry form or mailed to the address below.

Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125
402-954-6486
SDRS Program Manager
Email: 9-AMC-SDR-ProgMger@faa.gov

(Courtesy of FAA Aviation News)

ACCIDENTS

On roll out from a wheel landing, the pilot of a Piper PA-18-150 said that his left boot heel was wedged between the left rudder pedal and the floorboard. The pilot was unable to maintain directional control. The airplane left the right side of the runway

collapsing the left main landing gear. The aircraft rotated to the right and the left wing impacted a ditch causing damage to the main wing spar. The aircraft received substantial damage and there was no injury to the pilot. (Continued on Page 8)



INCIDENTS

A Cessna 172 was being refueled when the wind increased substantially. Refueling was stopped, and the pilot attempted to taxi the aircraft to the tie down area. During taxiing, the wind lifted the tail and the propeller struck the concrete. The aircraft received minor damage and there were no injuries.

The pilot of a Piper PA-31-350 stated he selected the down position on the gear selector to check the hydraulic pumps while he was back taxiing. The right gear slowly came up causing the right wing and propeller to hit the runway. The aircraft received minor damage and the pilot was not injured.

While on a cross country flight, a Cessna 140 experienced a loss of power. He attempted to land at an airport but decided it was not safe and made an emergency landing on a highway. After draining the fuel strainer, the pilot with the aid of the State Patrol, took off from the highway and landed at the airport. A mechanic inspected the fuel system but found no abnormalities. The pilot flew to another airport without incident. He had a mechanic inspect and break down the fuel system and debris was found in the carburetor bowl.

A Beech King Air experienced an unsafe down and lock indication for the right main landing gear. Following several landing

gear cycles, the aircraft landed without incident. Investigation revealed that the main landing gear down lock switch was out of adjustment.

The pilot of a Piper PA-32R-300 made an emergency landing due to a failure of the aircraft electrical system. The aircraft landed without incident. Subsequent inspection disclosed that the alternator output wire was broken at the attachment terminal.

The pilot of a Cessna 208B experienced a failure of the right main landing gear tire during landing rollout. The aircraft departed the approach end of the runway striking an approach light. The aircraft received minor damage and the pilot was not injured.

At approximately 500 feet of altitude the right engine of a Gulfstream 500B shut down and the pilot declared an emergency. It returned to the airport and landed without incident. Inspection revealed the #5 cylinder wrist pin plug had begun to disintegrate.

During a flight, an Aerospatiale 350-B2 experienced an engine chip light. The pilot made a precautionary of airport landing. Two small metal chips were noted on the rear bearing oil return chip plug. Oil was drained and flushed, filter was replaced. The aircraft received no damage.

ENFORCEMENTS

The pilot of a Cessna 340 departed the airport with VFR instructions and climbed through an overcast. Investigation revealed the pilot filed an IFR flight plan, but the AFSS failed to put the plan in the system. The pilot called the AFSS for his IFR clearance. During this communication, there was a misunderstanding between the pilot and controller. A warning letter was issued to the pilot.

The pilot for a Mooney 20J had some difficulty on an instrument approach. The ARTCC did a flight assist to help the pilot get into the airport safely. Investigation revealed the pilot did not hold a current

medical certificate. A 30-day suspension was recommended.

A low time pilot of a Cessna 172 flew into a tower controlled airport which he had little experience doing. The pilot confused the departure frequency with the tower frequency and was told to contact the tower and while doing so, the aircraft rolled ahead past the hold short line. The pilot completed remedial training in the areas of CRM, flight into and takeoff and landing at controlled fields, and radio communications.

(Continued on Page 8)





FEDERAL AVIATION ADMINISTRATION
Flight Standards District Office
3431 Aviation Road
Suite 120
Lincoln, NE 68524

EXTRA

WE'RE ON THE WEB

[HTTP://WWW.FAA.GOV/FSDO/LINCOLN](http://www.faa.gov/fstdo/lincoln)

ENFORCEMENTS (Continued)

A commercial pilot and a private pilot acting as a safety pilot landed with less than 500 feet of usable runway. The aircraft went off the end of the runway into a ditch and onto a road. The aircraft sustained substantial damage and there were no injuries to the passengers. A 30-day suspension was recommended for the commercial pilot and no action was taken against the private pilot.

The suspicious actions of a passenger on an airline caused fellow passengers concern. The concerned passengers notified the flight attendant, who in turn notified the Captain. The Captain

diverted to an airport other than the originally scheduled airport. The suspicious passenger was removed from the aircraft. An \$1100 civil penalty has been recommended.

The crew of a 135 Air Carrier was returning a Beech BE-200 when they were cleared to taxi to xxR runway and they taxied across xxR runway and stopped on xxL Runway. The crew was very cooperative and participated in the Runway Incursion Information Evaluation Program (RIIEP). The crewmembers were sent no action letters based on their participation in the RIIEP.

ACCIDENTS (Continued)

The pilot of a Piper PA-32-235 ran off the runway causing substantial damage to the aircraft. There were no injuries. The pilot stated that due to construction equipment on the airport, a higher approach angle was necessary.

After a normal takeoff, the pilot of a Grumman 164B was climbing through 300 feet when the engine surged and suddenly quit. The pilot, the sole occupant, on a Part 137 flight, immediately tried to restart with no success. While losing airspeed, the pilot looked for a place to safely land. Not seeing any area, the pilot made an emergency landing next to a highway and impacted the side of a hill. A post accident fire erupted due to the hot exhaust and a broken fuel bladder. The pilot escaped from the aircraft with help from a witness. The aircraft was destroyed and the pilot received serious injuries.

The pilot of a Cessna A188B was training for Part 137 operations. A witness on the ground stated the aircraft was flying at approximately 500 ft. AGL at a southeasterly heading and made a steep turn to the northwest to avoid a 600 foot tower. He stated the aircraft nose pitched up and then the aircraft dove into the ground. The pilot was fatally injured and the aircraft was destroyed.

The pilot of a Christen A1 Husky performed a short field takeoff and climbed straight up to approximately 75 to 100 feet of altitude. The pilot performed a hammer-head type maneuver. He was unable to recover before the right landing gear struck the ground and bounced across the cornfield. The passenger was seriously injured and was helped out of the aircraft. The pilot received fatal injuries.