

Aircraft Details

Use the query results with caution

Over time registration numbers are assigned to different aircraft and diverse data stores with inconsistent data are being joined

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N Number: 98NT

Last Action Date	2023-05-08	Expiration Date	2030-05-31
Airworthiness Date	1965-12-01	Model Name	PA-30
Manufacturer Name	PIPER	Street	1505 RIO VISTA DR
Registrant Name	TURNER LAWRENCE L	Registrant State	NV
Registrant City	FALLON	Country	UNITED STATES
Registrant Zip Code	894069494	Registrant Type	Individual
Region	Western-Pacific	Certificate Issue Date	2023-05-08
Fract Owner		Status	N-Number Assigned and Registered
Serial Number	30-927	Aircraft Type	Fixed wing multi engine
Mode S Code	53325011	Year Mfr	1965
Aircraft Category	Land	Builder Certification	Type Certificated
Number Engines	2	Number Seats	6
Aircraft Weight	CLASS 1	Aircraft Cruising Speed	139
Airworthiness Classification	Standard	Approved Operation Codes	Normal
Engine Manufacturer	LYCOMING		
Engine Model Name	IO-320 SERIES	Engine Type	Reciprocating
Engine Horsepower/Thrust	0	Fuel Consumed	0.00

----- History 1 -----

Last Action Date	2023-01-23	Street	1505 RIO VISTA DR
Registrant Name	REGISTRATION PENDING	Registrant State	NV
Registrant City	FALLON		

Registrant Zip Code	894069494	Country	UNITED STATES
Region	Western-Pacific	Registrant Type	Individual
Fract Owner		Certificate Issue Date	
Status	Registration pending		

----- History 2 -----

Last Action Date	2021-01-21		
Registrant Name	CATURIA JEFFREY T	Street	2493 N 1575 E
Registrant City	LAYTON	Registrant State	UT
Registrant Zip Code	840407011	Country	UNITED STATES
Region	Northwest Mountain	Registrant Type	Individual
Fract Owner		Certificate Issue Date	2021-01-21
Status	N-Number Assigned and Registered		

----- History 3 -----

Last Action Date	2020-09-15		
Registrant Name	LOPEZ FABIO A	Street	5577 BUCKS GARAGE RD
Registrant City	MAIDEN	Registrant State	NC
Registrant Zip Code	286509024	Country	UNITED STATES
Region	Eastern	Registrant Type	Individual
Fract Owner		Certificate Issue Date	2020-09-15
Status	N-Number Assigned and Registered		

----- History 4 -----

Last Action Date	2020-02-26		
Registrant Name	LEGEND AIRWAYS OF COLORADO LLC	Street	14 MORGAN OAK ST
Registrant City	CAPE GIRARDEAU	Registrant State	MO
Registrant Zip Code	637037433	Country	UNITED STATES
Region	Central	Registrant Type	LLC
Fract Owner		Certificate Issue Date	2017-04-21
Status	N-Number Assigned and Registered		

----- History 5 -----

Last Action Date	2017-04-21		
Registrant Name	LEGEND AIRWAYS	Street	14 MORGAN

Registrant City	OF COLORADO	Registrant State	OAK ST
Registrant Zip Code	LLC	Country	MO
Region	CAPE GIRARDEAU	Registrant Type	UNITED STATES
Fract Owner	637037433	Certificate Issue Date	LLC
Status	Central		2017-04-21
		First Notice for Registration Renewal	

----- History 6 -----

Last Action Date	2013-07-03		
Registrant Name	LEGEND AIRWAYS	Street	14322 W
	OF COLORADO		BELLEVIEW AVE
Registrant City	LLC	Registrant State	CO
Registrant Zip Code	MORRISON	Country	UNITED STATES
Region	804659611	Registrant Type	Corporation
Fract Owner	Northwest Mountain	Certificate Issue Date	2013-07-03
Status		Third Notice for Registration Renewal	

----- History 7 -----

Last Action Date	2008-11-04		
Registrant Name	LEGEND AIRWAYS	Street	14322 W
	OF COLORADO		BELLEVIEW AVE
Registrant City	LLC	Registrant State	CO
Registrant Zip Code	MORRISON	Country	UNITED STATES
Region	804659611	Registrant Type	Corporation
Fract Owner	Northwest Mountain	Certificate Issue Date	2008-11-04
Status		Third Notice for Re- Registration/Renewal	

----- History 8 -----

Last Action Date	2008-07-29		
Registrant Name	REGISTRATION	Street	14322 W
	PENDING		BELLEVIEW AVE
Registrant City	MORRISON	Registrant State	CO
Registrant Zip Code	80465-9611	Country	UNITED STATES
Region	Northwest Mountain	Registrant Type	Individual
Fract Owner		Certificate Issue Date	
Status		Registration pending	

----- History 9 -----

Last Action Date	2005-01-12		
Registrant Name	CHOCOLATE FROG AVIATION LLC	Street	3912 S CARSON ST UNIT 203
Registrant City	AURORA	Registrant State	CO
Registrant Zip Code	80014-7124	Country	UNITED STATES
Region	Northwest Mountain	Registrant Type	Corporation
Fract Owner		Certificate Issue Date	2001-12-03
Status	A second attempt has been made at mailing a Triennial Aircraft Registration form with no response		

----- History 10 -----

Last Action Date	2004-12-21		
Registrant Name	CHOCOLATE FROG AVIATION LLC	Street	3912 S CARSON ST UNIT 203
Registrant City	AURORA	Registrant State	CO
Registrant Zip Code	80014-7124	Country	UNITED STATES
Region	Northwest Mountain	Registrant Type	Corporation
Fract Owner		Certificate Issue Date	2001-12-03
Status	The Triennial Aircraft Registration form was mailed and has not been returned by the Post Office		

----- History 11 -----

Last Action Date	2001-12-03		
Registrant Name	CHOCOLATE FROG AVIATION LLC	Street	3912 S CARSON ST UNIT 203
Registrant City	AURORA	Registrant State	CO
Registrant Zip Code	80014-7124	Country	UNITED STATES
Region	Northwest Mountain	Registrant Type	Corporation
Fract Owner		Certificate Issue Date	2001-12-03
Status	N-Number assigned		

----- History 12 -----

Last Action Date	2001-04-23		
Registrant Name	REGISTRATION PENDING	Street	3912 S CARSON ST UNIT 203
Registrant City	AURORA	Registrant State	CO
Registrant Zip Code	80014-7124	Country	UNITED STATES

Region	Northwest Mountain	Registrant Type	Individual
Fract Owner		Certificate Issue Date	
Status	Registration pending		
Last Action Date	1998-10-09		
Registrant Name	AGRI BUSINESS AVIATION INC	Street	1800 N MARKET ST
Registrant City	SPARTA	Registrant State	IL
Registrant Zip Code	62286-1068	Country	UNITED STATES
Region	Great Lakes	Registrant Type	Corporation
Fract Owner		Certificate Issue Date	1998-10-09
Status	N-Number assigned		

***** No Deregistered Data Found *****

***** No Reserved Data Found *****

----- FAA Accident/Incident 1 -----

Occurrence Date	1998-06-03	Aircraft Make	PIPER
Aircraft Model	PA30	Damage	MINOR
Document Last Modified	2012-08-08		
Narrative	<p>(.4)THE PILOT TAXIED THE TWIN ENGINE PA-30 (90 GALLON FUEL CAPACITY) TO A SELF SERVICE FUELING ISLAND. THERE, HE FUELED THE AIRCRAFT WITH 58.15 GALLONS OF FUEL AT 1503. THE AIRCRAFT WAS TAXIED BACK TO THE PILOT'S HANGAR AREA. SOMETIME THEREAFTER, THE PILOT HAD USED A JUMPER CABLE TO CONNECT THE BATTERY OF HIS CAR TO THE AIRCRAFT'S ELECTRICAL SYSTEM AT THE POWER RECEPTACLE LOCATED ON THE LEFT SIDE OF THE NOSE. APPROXIMATELY 1732, WITH BOTH ENGINES RUNNING, THE PILOT EXITED THE AIRCRAFT TO REMOVE THE CHOCK FROM THE NOSE-WHEEL DURING WHICH THE AIRCRAFT ROLLED FORWARD (EAST) AND EVENTUALLY IMPACTED A PARKED CESSNA PRIMARILY ALONG ITS LEADING EDGE OF THE RIGHT WING. THE PA-30'S RIGHT ENGINE STOPPED UPON WING CONTACT, AND THE MOMENTUM CARRIED BOTH AIRCRAFT IN A CLOCKWISE ARC A SHORT DISTANCE SOUTHEAST. THE PA-30'S LEFT ENGINE CONTINUED RUNNING AFTER THE COLLISION. AT A POINT CONSISTENT WITH THE PA-30'S INITIAL CONTACT WITH THE CESSNA, A POOL OF BLOOD IDENTIFIED THE SPOT WHERE THE PILOT WAS FIRST STRUCK BY THE PA-30'S LEFT PROPELLER. HE DRUG HIMSELF UNDER THE PA-30 AND INTO A 4:30 POSITION STOPPING AT A</p>		

POINT CLOSE TO THE NOSE-WHEEL CHOCK WHICH WAS ENTANGLED IN THE JUMPER CABLES. A WITNESS WHO SPOKE WITH THE PILOT REPORTED THAT HE REMARKED THAT 'I KNEW BETTER, (UNKNOWN) WAS NOT REMOVED, AND THE WIND CAUGHT ME.' THE PILOT WAS AIRLIFTED TO A MAJOR HOSPITAL AND EXPIRED APPROXIMATELY 10 HOURS LATER. (-23) IT APPEARS THE PILOT STARTED THE AIRCRAFT WITH EXTERNAL POWER, THEN WHILE DISCONNECTING THE EXTERNAL POWER AND/OR REMOVING THE CHOCKS, LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT WAS STOPPED BY A COLLISION WITH A 2ND PARKED AIRCRAFT. THE PILOT WAS FATALLY WOUNDED BY THE LEFT PROPELLER AFTER THE RIGHT WING AND ENGINE STRUCK A PARKED AIRCRAFT.

----- NTBS Accident 1 -----

Event Date	1998-06-03	Aircraft Make	Piper
Aircraft Model	PA-30	Aircraft Serial Number	30-927
Damage	MINR		
Probably Cause	The pilot-in-command's exiting the aircraft with both engines running to remove a wheel chock. A factor was the inadequate preflight of the aircraft (not removing the chock) prior to engine start.		
Preliminary Narrative	<p>HISTORY OF ACCIDENT On June 3, 1998, approximately 1732 Pacific daylight time, a Piper PA-30, N98NT, registered to and being operated by a commercial pilot, sustained minor damage when it collided with a parked/unoccupied Cessna 150G (N3290J) on the ramp at the Snohomish County (Paine) Field airport, Everett, Washington. The pilot of the PA-30, who was outside his aircraft at the time of the accident, was initially seriously injured. Visual meteorological conditions existed, and no flight plan had been filed. The flight, which was to have been operated under 14CFR91, was believed to have been intended as a personal flight. Although no flight plan had been filed, the FAA inspector on site found a fuel slip within the aircraft indicating that a fuel load of 58.15 gallons of 100 low lead aviation fuel was loaded into the aircraft at 1503 hours earlier on the day of the accident. This was accomplished at the self-service fueling point at Flightline, a fixed base operator. There were no witnesses to the fueling, therefore, it is not known whether the pilot hot-fueled the aircraft or shut down the engines prior to the fueling. The accident site is not within visual line of site of the Paine Field tower. A pilot pre-flighting his Cessna at the north end of the row of parked aircraft on the ramp, noticed the Piper entangled with the Cessna with its left engine running, and the Piper pilot lying on the ground in the Piper's approximate 4:30 position. He rendered assistance to the pilot, who was conscious at the time and notified the tower of the event as well as the amputation of the Piper pilot's left leg (refer to attached statement and diagrams). After instructions from the injured pilot, the passenger accompanying the Cessna pilot entered the PA-30 and shut down the running engine (the right engine had stopped operating upon impact with the Cessna right leading edge) (refer to photograph 1). The passenger also stated that the Piper pilot stated "I knew better, (unknown)</p>		

was not removed, and the wind caught me" (refer to attached statement and diagrams). A pool of blood on the asphalt was observed just aft of the trailing edge of the left wing of the PA-30. A single blood smear originating at the pool of blood and progressing generally south under the aircraft's fuselage and paralleling the trailing edge of the left flap was observed (refer to photograph 3). Just aft of the right flap and near the wing root area, blood was noted on the fuselage and inboard flap corner. The blood smear made an abrupt 90 degree change moving out away from the aircraft in the 4:30 position and terminating at the pilot's location when he was found (refer to photograph 1 and 3). Several members from the Snohomish County operations department arrived on site and reported that the Cessna pilot reported to them that he had found the wheel chock from the Piper entangled in a set of jumper cables wrapped around it near the accident site. The cables, with a single red and green alligator clip at one end and a female plug at the other was removed from the chock and placed on the right wing of the Piper near the cabin door (refer to photograph 1 and 3, and statement of SnoCo airport with attached diagram). An Airlift Northwest medevac helicopter arrived at 1756 and departed at 1811 with the injured pilot, to Harborview Medical Center in Seattle, where he subsequently expired on the morning of June 4. Personnel employed at Paine Field reported that the pilot kept his aircraft in a local hangar and that the doors to the hangar were found closed with the aircraft collision located nearby. On-site examination by an inspector from the Federal Aviation Administration (FAA) revealed that the PA-30 pilot's personal auto was parked alongside the east face of the hangar with its hood opened (refer to photograph 4). Closer inspection within the auto's engine compartment revealed fresh scratch marks on the terminals of the auto's battery characteristic of alligator clamps having been applied to the terminals. The female plug attached to one end of the jumper cables was found to mate with the aircraft's external power application socket located on the left side of the nose of the aircraft. **PERSONNEL INFORMATION** The pilot's medical record was examined. He had been issued a second class medical certificate on August 28, 1996. The only restriction noted was the requirement to wear corrective lenses. There was no record of any coronary problems. The pilot's flight logs were not obtained and his total flight time of 14,000 hours was what he reported at his most recent FAA medical examination. **AIRCRAFT INFORMATION** The aircraft received its last inspection (annual) on September 1, 1996, and had accrued approximately 39 hours of Hobbs time since that inspection when the accident occurred. The aircraft's total fuel capacity was 90 gallons of which 6 was unusable. **METEOROLOGICAL INFORMATION** Winds recorded at the Snohomish County airport at 1745 on the date of the accident were reported as 220 degrees magnetic at 10 knots with no gusts reported. **MEDICAL AND PATHOLOGICAL INFORMATION** The pilot was airlifted via helicopter to Harborview Medical Center in Seattle approximately 18 nautical miles south of accident site. He subsequently expired approximately 0400 the following day. Post mortem examination was conducted by Richard C. Harruff, M.D., Ph.D., at the facilities of the King County Medical Examiner's Office, Seattle, Washington, on the morning of June 4, 1998. According to Dr. Harruff's autopsy report "the cause of death is traumatic amputation of lower extremity due to sharp force injury of lower extremities." Additionally, he

reported that " A contributing cause is atherosclerotic cardiovascular disease with severe coronary atherosclerosis and scarred myocardial infarct." A toxicological (blood ethanol) examination of a blood sample from the pilot yielded negative results.

Final Narrative

The pilot taxied the twin engine PA-30 (90 gallon fuel capacity) to a self service fueling island. There, he fueled the aircraft with 58.15 gallons of fuel at 1503. The aircraft was taxied back to the pilot's hangar area. Sometime thereafter, the pilot had used a jumper cable to connect the battery of his car to the aircraft's electrical system at the power receptacle located on the left side of the nose. Approximately 1732, with both engines running, the pilot exited the aircraft to remove the chock from the nose-wheel during which the aircraft rolled forward (east) and eventually impacted a parked Cessna primarily along its leading edge of the right wing. The PA-30's right engine stopped upon wing contact, and the momentum carried both aircraft in a clockwise arc a short distance southeast. The PA-30's left engine continued running after the collision. At a point consistent with the PA-30's initial contact with the Cessna, a pool of blood identified the spot where the pilot was first struck by the PA-30's left propeller. He drug himself under the PA-30 and into a 4:30 position stopping at a point close to the nose-wheel chock which was entangled in the jumper cables. A witness who spoke with the pilot reported that he remarked that 'I knew better, (unknown) was not removed, and the wind caught me.' The pilot was airlifted to a major hospital and expired approximately 10 hours later.

***** No NTBS Pre 1982 Accidents Found *****

***** No SDR's Found *****