

On 07-16-2012 at about 1008 hours, I, Deputy Henrie was dispatched to the area of Rockford for a plane that had crashed in a wheat field. Dispatch advised the plane was upside down and both occupants were out of the plane and ok. Dispatch said the plane was about a mile Southeast of Rockford Airport.

I found the plane in the field South of 100 South about a half mile and about 1150 West. I spoke with the pilot Bobby Picker who said he was flying the plane. Bobby said he was on a short cross-county training flight from Idaho Falls with landings in Arco and Blackfoot when the plane lost power. Bobby said he was trying to turn around and make it to the landing strip in Rockford but was too low to clear the power lines. Bobby said he was trying to put the plane down in the field and when the rear wheels caught it nosedived and flipped onto the top. Bobby said he had a student with named Craig D Hansen.

Craig said that he was flying the plane from Arco and had engine problems and loss of power. Craig said that at that point Bobby took the controls.

I took photos of the scene. The plane was a Skyhawk II tail number N5204K. Craig and Bobby were scene by paramedics and released. I had both Craig and Bobby fill out statement forms. I contacted the owner of the field Kim Shawver and let him know the plane would be there for a little while.

Deputy Henrie 322

# BINGHAM COUNTY SHERIFF / BLACKFOOT POLICE

501 N. Maple #405  
Blackfoot, Idaho 83221  
(208) 785-4440 / (208) 785-1235

Name: Bobby Piker Date / Time: 7/16/12 1130 MDT  
Address: [REDACTED] Date of Birth: [REDACTED] 48 Officer: [REDACTED]  
City/State/Zip: Idaho Falls ID 83404 SSN/OLN: [REDACTED] Case Number: [REDACTED]  
Home Phone: [REDACTED] Employer: Avcenter Inc Work Phone: [REDACTED]  
Cell: [REDACTED] (C172N NS204K)

On 7/16/2012 @ approximately 0950 AM MDT while on a short x-country Training flight I experienced Engine loss of power. The flight originated in Idaho Falls with landings in Arco ID then planned to Blackfoot ID ending at Idaho Falls. We (Myself & Student) were transiting toward landings at Blackfoot @ 7,500 ft MSL when the engine suddenly lost power, RPM. I took the controls and pulled carb Ht, mixture rich, Throttle max with no change RPM remained @ ~1900 RPM. My glide ~~was~~ with reduced power ~~and~~ would not make Blackfoot. I chose to divert to Rockford ID for precautionary <sup>landing</sup>. During the glide I again tried changing mixture, Throttle and carb Ht and verified fuel tanks are both no change. My approach was high and with Rockford's short runway I was unable to land on the available runway. With homes off the end and cattle in a pasture I tried to go around but ~~was~~ without engine power all I could do was hold altitude and extend my glide and clear buildings and power lines. I circled slowly to the left over the wheat field and touched down with the stall warning horn going off. the aircraft's main tires touched and the wheel grabbed, the nose wheel impacted and the aircraft flipped over to it back. myself & student were hanging in our seatbelts. I secured the aircraft by turning off mags, fuel & master. we both got out of our belts and exited the aircraft.

SIGNATURE: [REDACTED]

DATE: 7/16/2012



# BINGHAM COUNTY SHERIFF / BLACKFOOT POLICE

501 N. Maple #405  
Blackfoot, Idaho 83221  
(208) 785-4440 / (208) 785-1235

Name: Craig Daniel Hansen Date / Time: 7/16/12 11:30  
Address: [REDACTED] Date of Birth: [REDACTED] 1982 Officer: [REDACTED]  
City/State/Zip: Idaho Falls, ID 83402 SSN/OLN: [REDACTED] Case Number: [REDACTED]  
Home Phone: [REDACTED] Employer: Definity Management Work Phone: [REDACTED]

On 7/16/12 at approximately 0950<sup>00</sup> MDT we were on Cross Country start point Idaho Falls we were coming from Arco about 6-7 ~~miles~~ miles from Rockford we had engine roughness and loss of power Bobby took controls and headed to the Rockford strip we came in high to check the wind sock and entered left downwind + base for ~~the~~ runway is on approach we were too high and fast to safely stop on strip. We tried to go around but had very little power we cleared road + power lines went ~~into~~ over field south east of the strip. We were able to make a turn back toward the North West we had full flaps with stall warning. We touched main wheels first but were nose over in the wheat.

We immediately were able to exit the aircraft and contact emergency help

On our leg from Arco to Blackfoot we were at 7500msl when we lost power we had quite a large vibration as well. No injuries to me or Bobby

[Signature]  
7/16/2012

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_