

## PILOT STATEMENT

Aircraft N1ZR Arnold & Arnold, Inc.  
Our Loss No. [REDACTED]  
Make & Model Cessna 337H UNDERWRITING COMPANY  
Loss No. \_\_\_\_\_  
Pilot's Name TIMOTHY W. NEUBERT Phone [REDACTED]  
Address [REDACTED] City & State BROOKSVILLE, FL  
Type of Pilot Certificate PRIVATE PILOT Date Issued 22 OCTOBER 2016  
Certif. No. [REDACTED] Rating INSTRUMENT Date of Birth [REDACTED]  
Date of Medical Examination 05-08-2018 Class of Medical SECOND  
Physical Waivers, If Any NONE Total Hrs. Flown 1292.70  
Flown in Past 90 Days 51 Total Hrs. Logged in this Make & Model: 51  
Retractable Gear Hrs. Logged: 1150.0 M.E. Hrs. Logged 42.40  
I received my Biennial Flight Review on: 09-11-18 From: Nathon G. Gary -  
[REDACTED] CFI exp 04-30-20\_\_  
Location of Accident: HOMASSA, FLORIDA (COAST LINE)  
As pilot in charge of the above aircraft when an accident occurred on the 8 day of  
NOVEMBER, 2018, at 10:00 A.M. I make the following statement:  
State Purpose of Flight: AIRPORT CUSTOMER SITE VISITS. ON RETURN FLIGHT  
FROM KMEM, FILED 3.0 HOUR IFR FLIGHT PLAN TO HOME AIRPORT  
KBKV  
Where did accident Occur? TWO(2) NM SOUTH OF HOMASSA BOAT DOCK  
If Landing, Name of Airport, Runway, and Identifier INBOUND TO KBKV  
(BROOKSVILLE)  
Origin of  
Flight KMEM (MEMPHIS)  
Destination of  
Flight? KBKV(BROOKSVILLE)  
Flight Type: IFR VFR  
Was Accident Reported to FAA? Yes/No

Was any other Property damaged? Yes/No

Describe: NO POWER LANDING WITH GEAR UP LANDING ON GRASS MARSH  
NEAR COASTLINE

Weather at the time of the accident (Summarize Winds Etc.) CLEAR WITH 7 KNT  
TAILWIND

How did Accident Occur? November 6, 2018 was my initial departure date from  
KMEM but while taxiing (see MEM OPS Incident Report) for departure, FULL TANKS-  
I observed the lineman fill both tanks properly, my right main tire blew on TWY C and I  
remained on the TWY for over four(4) hours. The recovery team elevated the right side  
of the ACFT in an attempt to rig a dolly to support the gear so the ACFT could be  
towed back to Signature Maintenance. When the wing is raised on either side all the fuel  
is transferred to the opposite tank which forces fuel to be released out the overflow vent.  
The ACFT was located in the maintenance facility for another two days while I waited  
for a new tire. On November 8, 2018 I filed my IFR flight plan and reviewed FSS WX  
Briefing for a 3.00 hour flight leaving a 1.0 hour reserve. I completed my walk-around  
and confirmed visually my fuel level by checking both fuel gauges "GREEN" and set the  
Garmin 750 for 123 gallons. After engine start, I was cleared via ELVIS 4 departure to  
15,000 FT cruise. My cruise speed averaged 210 knts with a 7 knt tailwind. When I  
passed Tallahassee I was cleared to begin my decent to my target ALT of 3000 ft prior to  
landing at KBKV for RWY 9. About 20 NM from KBKV, JAX Center switch me to  
contact TAMPA Approach. 17 NM from my approach, my rear engine shut down  
whereby I pitched up and turned to the coast to set my descent speed at "Blueline" and  
began my emergency procedures. Before attempting a restart, after verifying the correct  
engine to feather, the front engine also failed. I contacted TAMPA APPROACH and asked  
for Clearance to Crystal River which they approved but I was unable to continue  
communicates with TAMPA because of my location and low altitude. Realizing I was  
not able to make the airport and still over the Gulf of Mexico, I aimed for a grass marsh  
area near Homosassa South Boat Ramp. I continued my decent, set my propellers to  
limit damage and landed my airplane with the gear up ( landing distance approximately

800 ft.) Once the front engine propeller began catching grass the plane turned to the right ninety degrees causing the left wing tip to dip and make contact with the grass. I was able to contact TAMPA APPROACH using my cell phone and they dispatched the . Citrus County Sherriff Department's helicopter to located me and sent out a boat to pick me up and take me to the boat dock. The airplane was recovered two days later and is currently at American Aviation (KBKV).

List passengers name, address(s), and phone number (s). If none, so indicate.

PILOT: TIMOTHY W. NEUBERT, [REDACTED] TAMPA, FL  
33609

Describe previous accidents, or incidents, during the past three years. Show dates, damage, injuries, etc. If none, so indicate: N/A

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Signed) [REDACTED] Date of Report 11-16-18

If the above named pilot held only a Student Permit or if the aircraft was used on a rental basis, the following should be signed by an Instructor to show that Instructor supervision was provided.

The above pilot flew under my supervision and was approved by me.

(Signed) \_\_\_\_\_ License Number \_\_\_\_\_


Commercial Instructor

## LIST OF ATTACHMENTS

1. ARCFT REGISTRATION & AIRWORTHINESS CERT.
2. RTC CERTIFICATE OF COMPETITION W/ TRAINING REPORT
3. LAST PAGE OF PILOT LOG ENTREES
4. INSTRUCTOR SIGN OFF FOR SOLO FLIGHT
5. MEMPHIS INCIDENT REPORT- BLOWN TIRE
6. COPY OF FLIGHT PLAN
7. IMAGES OF GRASS LANDING
8. IMAGES OF RECOVERY



**REGISTRATION NOT TRANSFERABLE**

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.
NATIONALITY AND REGISTRATION MARKS <b>N 1ZR</b>	AIRCRAFT SERIAL NO. [REDACTED]	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CESSNA T337G		
ICAO Aircraft Address Code: 50001121		
ISSUED TO	NEUBERT AFRO CORP [REDACTED] BROOKSVILLE FL 34604-6845	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
	Corporation	
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.		 U.S. Department of Transportation
DATE OF ISSUE July 24, 2018	EXPIRATION DATE July 31, 2021	Administration

AC Form 8050-3 (10/2010) Supersedes previous editions

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION-FEDERAL AVIATION ADMINISTRATION <b>STANDARD AIRWORTHINESS CERTIFICATE</b>			
1 NATIONALITY AND REGISTRATION MARKS <b>N1ZR</b>	2 MANUFACTURER AND MODEL <b>CESSNA T337G</b>	3 AIRCRAFT SERIAL NUMBER [REDACTED]	4 CATEGORY <b>NORMAL</b>
5 AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to 49 U.S.C. § 44704 and certifies that, as of the date of issuance, this aircraft has been inspected and found to conform to its type certificate and be in a condition for safe operation. This aircraft meets the requirements of the applicable airworthiness standards in Annex 8 to the Convention on International Civil Aviation, except as follows:  None.			
6 TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the FAA, this airworthiness certificate is effective as long as maintenance, preventative maintenance, and alterations are performed per the applicable Federal Aviation Regulations and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>R 18 Mar 1977</b>	FAA REPRESENTATIVE <b>ANGEL A FIGUEROA-RODRIGUEZ</b>	DESIGNATION NUMBER [REDACTED]	
Any alteration, misuse, or reproduction of this certificate for a fraudulent purpose may be punishable by certificate revocation, fine, and / or imprisonment. <b>THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT PER THE APPLICABLE FEDERAL AVIATION REGULATIONS.</b>			
FAA Form 8100-2 (11-2016) Previous Edition Dated 04-11 May be Used Until Depleted			

# RT RTC

## Certificate of Completion

Timothy Neubert

has successfully completed

Cessna T337GP Intial Course

**Recurrent Training Center, Inc.**

And is awarded this graduation certificate this 24th day of April, 2018

  
\_\_\_\_\_  
President

**Training Report**

Year: 2018

AC Type: C 337 ROCKET

N: \_\_\_\_\_

Page: 2

4/23 Date		Lesson <u>ALPHA 2 KDEC-KCMI</u>		Initials
Class Hours	FTD Hours	<ol style="list-style-type: none"> <li>① GET WXY CLEARANCE</li> <li>② DEPART KDEC FOR KCMI</li> <li>③ PROCEED ENROUTE EXPECT VOR/DME 22 ARC KCMI</li> <li>④ VOR/DME RWY 22 VIA ARC KCMI - TO MISS</li> <li>⑤ RNAV RWY 32R KCMI - TO MISS</li> <li>⑥ ILS RWY 32R KCMI - TO MISS</li> <li>⑦ LOC/BC RWY 24 KDEC - FULL STOP</li> </ol>		[REDACTED]
	3.5			
FTD # #6				
4/24 Date		Lesson <u>ALPHA 3 KSTD-KUID</u>		Initials
Class Hours	FTD Hours	<ol style="list-style-type: none"> <li>① GET WXY CLEARANCE</li> <li>② ENG FAIL BEFORE VOR 2 FX ENG</li> <li>③ ENG FAIL AFTER VOR (VFR) CLEANUP, CLIMB, LND</li> <li>④ ENG FAIL AFTER VOR (IFR) FX ENG, CLEANUP, CLIMB, LND</li> <li>⑤ <del>REVIEW</del> REVIEWS             <ol style="list-style-type: none"> <li>① EMER GEAR EXT</li> <li>② PRESS FAIL, E-DESCENT</li> <li>③ COMM FAIL</li> <li>④ ENG DRIVEN FUEL PUMP FAIL (AUX PUMP)</li> <li>⑤ STATIC BLOCK</li> <li>⑥ VACUUM PUMP FAIL (PARTIAL PANEL)</li> </ol> </li> </ol>		[REDACTED]
2.0	4.5			
FTD # #6				
Date		Lesson _____		Initials
Class Hours	FTD Hours			
FTD #				

FTD Hours:	<u>8.0</u>	Classroom Hours:	<u>2.0</u>	Remedial Hours:	
Hours Forwarded:	<u>9.0</u>	Hours Forwarded:	<u>13.0</u>	Hours Forwarded:	
Total FTD Hours:	<u>16.0</u>	Total Classroom Hours:	<u>15.0</u>	Total:	



### Training Report

Year: 2018

AC Type: C-337 ROCKET

N: \_\_\_\_\_

Page: 1

<u>4/17</u> Date		Lesson <u>ALPHA 1 KDEC</u>	Initials
Class Hours	FTD Hours	① COCKPIT ORIENTATION ② POH REVIEW A/S LIMITATIONS ③ CHECK LIST USAGE ④ START UP - RUVUP ⑤ GET WX & CLEARANCE ⑥ DEPART KDEC FOR PRACTICE AREA ⑦ BASIC ATTITUDE INSTRUMENT FLYING ⑧ AIR SPEED CHANGES IN LEVEL FLIGHT ⑨ MINIMUM CONTROLLABLE AIRSPEED ⑩ APPROACH STALLS, DEP STALLS ⑪ PROCEED A/C EXPECT VOA R/WY 36 AS PUBLISHED ⑫ VOA R/WY 36 KDEC (I)	[REDACTED]
4.0	4.0		
FTD # <u>#6</u>			
<u>4/18</u> Date		Lesson <u>C-337 SUPER SKY ROCKET SYSTEMS &amp; PERFORMANCE</u>	Initials
Class Hours	FTD Hours	<u>C-337 ROCKET</u> system's workbook/Initial was completed and reviewed IAW RTC syllabus, slideshow, and aircraft POH/AFM. All aircraft systems, normal and emergency procedures were covered. Reviewed and discussed methods for determining weight and balance, runway requirements and flight planning. [REDACTED]	[REDACTED]
8.0			
FTD #			
<u>4/23</u> Date		Lesson <u>ALPHA 1 KDEC - CONT.</u>	Initials
Class Hours	FTD Hours	① STARTUP - RUVUP ② GET WX & CLEARANCE ③ VOA R/WY 36 KDEC - FULL APP TO PUB MIS & HOLD ④ ILS R/WY 6 KDEC - FULL APP TO PUB MIS & HOLD ⑤ ILS R/WY 6 KDEC - FULL STOP [REDACTED]	[REDACTED]
1.0	4.0		
FTD # <u>#6</u>			

FTD Hours: 8.0

Classroom Hours: 13.0

Remedial Hours:

Hours Forwarded:

Hours Forwarded:

Hours Forwarded:

Total FTD Hours:

Total Classroom Hours:

Total:





I certify that Timothy William Nebeck has provided me with his birth certificate establishing that he is a U.S. Citizen. Nature is accordance with 68 CFR 1552.3(a) and 7/13/14

I certify  
a PA 3  
cross  
his job  
PA 320-300 N

I certify that me Timothy W Nebeck has received training to carry out solo flying. I have determined he meets the applicable requirements of 61.57 e and is proficient to make solo flights in a C-387P.

I certify  
and on

[Redacted signature area]

I have  
certified  
maneuver  
safety

1- [Redacted]

# Incident Report

Log Entered 11/6/2018 21:00

Entered By

Event Date/Time 11/6/2018 14:45

## Airside Incident

Incident Type: Aircraft Only

Incident: Blown tire Cessna SkyMaster

Movement Area? Yes

Location: TWY C btn TWYL/C3

Employee 1: Tim Neubert	Badge # n/a
Company 1: Neubert Aero Corp.	Class II/III/IV? Select Type of Driving Privileges
Employee 2:	Badge #
Company 2:	Class II/III/IV? Select Type of Driving Privileges

There were injuries

There was damage to Airport property

Conditions

Lighting: <input type="text" value="Daytime"/>	Weather: Clear
Surface: Dry	Other:

Witnesses (if any)

Name: None at this time	Contact Info:
Name:	Contact Info:

If a vehicle was involved, what was the cause:

Caused by other than vehicle:

Aircraft was involved

Tail Number: N1ZR

Operation: South

If a facility was involved, what was the cause:

If NOV issued, to whom:

NOV Number:

APD Report Number (if given):

NOTAM Issued?

NOTAM Number: 11/127

Photos Taken?



## Incident Report

Incident summary including injuries, damages, responders (Ops Initials), and all other pertinent information.

1300L - ATC reported a Cessna 337 (N1ZR) on TWY C btn TWY L and TWY C3 with a blown tire. Provided multiple escorts for Total Air Group to change the tire on the aircraft. Per TAG they do not have a tug that can move that type of aircraft. (CS/HE/DM)

1450L-1715L: Recovery of disabled aircraft on TWY C btn L and C3. TAG Mtn group was tasked to remove aircraft from this taxiway. Difficulties with several jacks resulted in a longer than anticipated removal time. During the efforts to lift the airplane, a small amount of fuel dripped from the left wing and was able to be cleaned up using 3 absorbent pads. Airport was in a south flow so this operation did not impact flight ops or ATC. (DM)

1720L - Inspected and reopened TWY C btn TWY L and C3 following the removal of a disabled aircraft Cessna 337 (N1ZR). (DM)

Affected tire was the right main tire. The pilot of the aircraft was Tim Neuber [REDACTED]

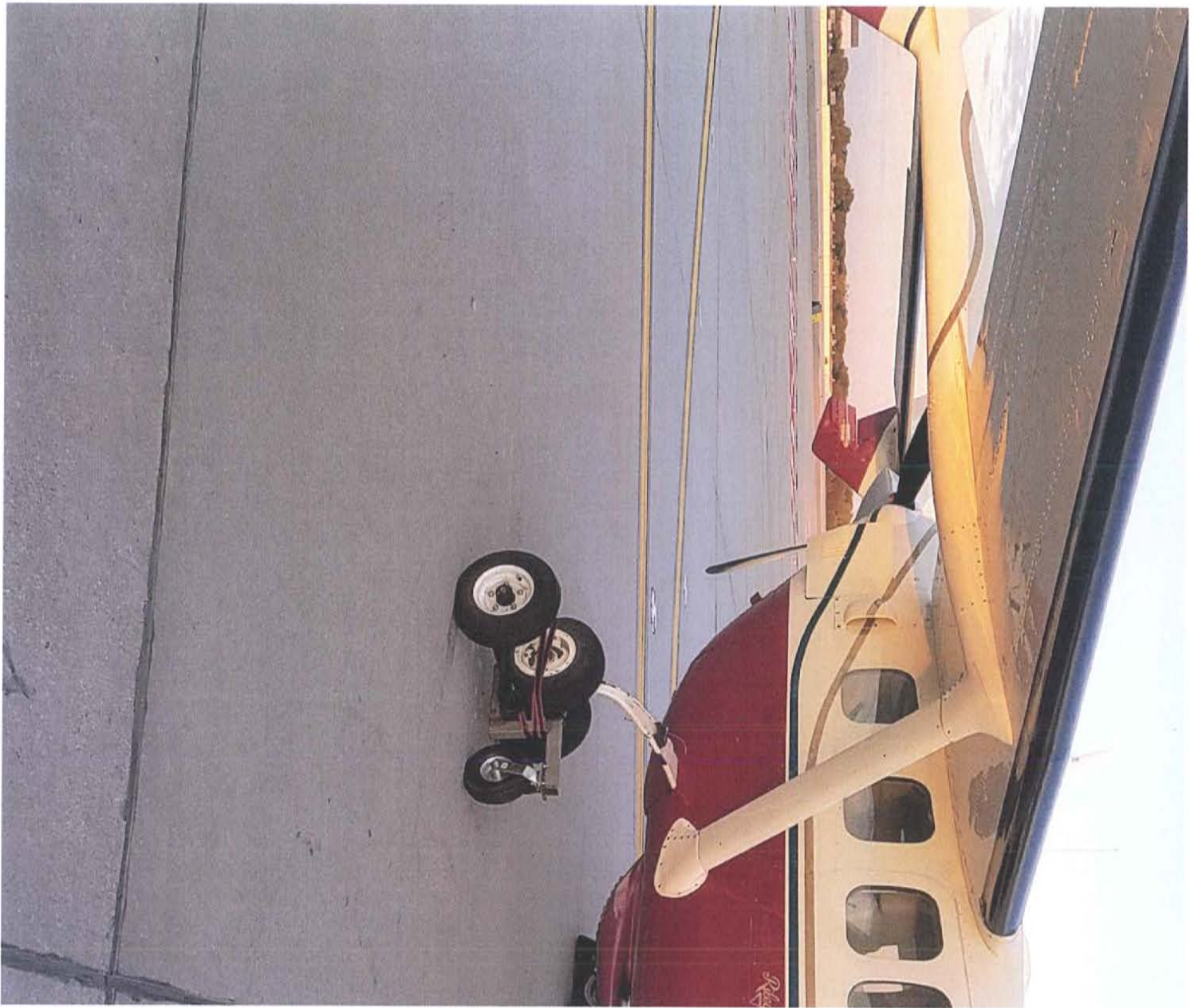
Indicate location on map. Attach all relevant forms, including pictures and police reports.

### MAP









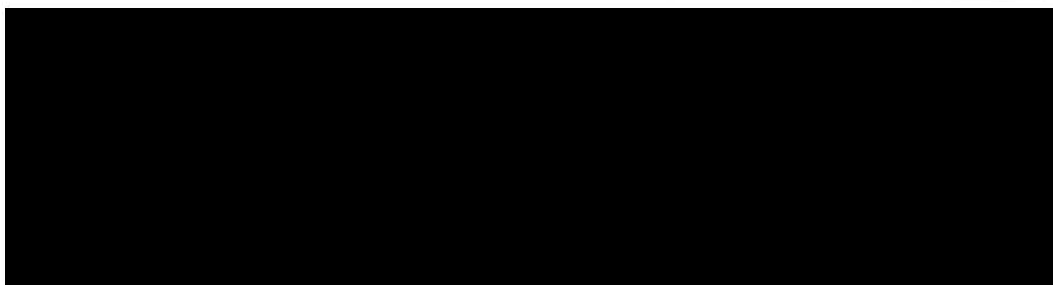




Tim Neubert

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From:  
Sent:  
To:  
Subject:



Attachments:

[Open in ForeFlight Mobile](#)

From	To	Heading	Totals	Leg
KMEM	MEM	192°M	2nm	----- 2nm -----
MEM	ETREE	100°M	43nm	----- 42nm -----
ETREE	33.01°N/86.56°W	133°M	215nm	----- 172nm -----
33.01°N/86.56°W	SZW	145°M	400nm	----- 185nm -----
SZW	28.72°N/82.67°W	145°M	541nm	----- 141nm -----
28.72°N/82.67°W	KBKV	148°M	560nm	----- 19nm -----

2018-11-19 16:05:11 +0000

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