NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMA							dell	The state of the s
Accident/Incident Local	tion .	omen (1977), Tomo APEDERSON, Afrika	entricker bij gester gegen i na Palisik et	Date/Time	entralero senari-tentralen tra constituita (n. 1941).	A STATE OF THE REAL PROPERTY.	are for a grande	JES-SELVETOVA BILYDIST
Nearest City/Place:	JAKOR	State	AR	Date: LO/A	4/20131.0	cal Time:	51 au	أيسما
	untry: LLSA	· -		mm/dd/yy	7 - LO	cat Ittie.	- 1	To my
	ld:mm:ss N/S) Longitude:	(ddd	:mm:ss E/W)		Tie	me Zone: 🚅	NY	<u>'4</u> '
Phase of Operation		, <u> </u>	· ;	Collision with C	Other Aircraft	Altitude of	In-Flight	
Standing Takeoff	(incl. initial climb) 🛮 🗷 Crui		Hover	☐ Midair		Occurrence		
☐ Taxi ☐ Climb ☐ Descent ☐ Landing				□ Oπ-grownd █ None		90	7767	
	Mailen - A			izi kole Asiya Asiya asiya	OEGA AATAA AAAA AAAA		ATZ DESCRIPTION DE STANCE	ft MSL
Manufacturer: P;		a comment of the second	1. 现代的 (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1					
Model: PA3	27 300		-		Veight: <u>국 7 </u>		1 123	,
•	<u> </u>	-		Weight at Ti	me of Accident/In	cident:	470	lbs [
Serial Number:	10-1-51			Location of C	Center of Gravity			
kegistration Number:	U5605V	Amateur-built:	☐ Yes ☐ No	ΨOΓ-		′om □ nose o Mean Aerodyn		
Category of Aircraft	Type of Airworthiness	Certificate	Number of S	icats: 6		ng Gear	⊠ Retrac	
Airplane	(Check all that apply)]		Checi	any additiona	*	
☐ Balloon ☐ Blimp/Dirigible	Standard Spec		If Large Aircra	ift, how many sears		guration that ap		
☐ Glider		estricted imited	Flight Cre	w:	\	icycle	□ T;	ailwheel
☐ Gyrocraft ☐ Helicopter	Acrobatic P	ovisional		w:	ΠA	mphibian	□н	igh Skid
Powered lift		xperimental secial Flight		s:		nergency Floar	: <u> s</u>	cid
Ultralight Unknown		ight Sport						ci/Wheel
		Ι.		_		nknown	· 	
Type of Maintenance Pi	rogram	Last Inspecti	on Type		Date Last Inspe	ction: <u>4/</u>	24/1	'3
Conditional (Amateur-bu	ilt only)	☐ 100 Hour ☐ AAIP	Continuou Condition	s Airworthiness		mm/	(dd/fyyyy	
Manufacturer's Inspectio		Annual	Unknown	ar mapornon	Airframe Total	Time: /	0 921	K hrs
Other Approved Inspection Continuous Airworthines		1			hours-measure			
Other, specify:					Last inspec			ent/Incident
IFR Equipped		`Stall Warning	g System Insta	lled	Type of Fire Ex	tinguishing S	ystem	
Yes No Unk	nown	XX Yes □ No	o 🔲 Unknowi	ì	None	70		
					Specify	cagle 1	<u> </u>	
ELT Installed E	LT Activated				<u> </u>			
	L'i Activated [Yes □ No	ELT Manufa		- i.a. 1.2				
ELT Aided in Locating		1		1010				j
Yes Man	mooned and a contraction of the	Serial Numbe		0.10	· ·	_ _		اسر. اس
	l Managana say	Battery Type		010		ery Exp. Date	e: <u>JZI</u> /	10
Engine Type ☑ Reciprocating ☐ Tur	Reciprocation System Type		ropeller 🐧		94B		_	/
Turbo Shaft Tur	bo fan Carburetor	1.	Fixed Pitch	Manufac	turer: HAE	ZZE	11	
	known 🔀 Fuel Inject		Controllable Pit		HC-C3			F7663
		<u> </u>			Engine Rated			
	}				Power Measured as (check one)		Time	Time
	Engine	Mane	ufacturer's	Date of Mfg.	* Horsepower of		Since Inspection	Since Overhaut
Engine Engine Manufact		Sēria	l Number	mm dd yyyy	lbs of Thrust	(hours) (hours)	(hours)
Eng. 1 LyCom;	29 TO 540	K1650 L	15772.	484 7/3/01	300		12_	400
Eng. 2						+ +		1390
Eng. 4	-					 		
		l			<u> </u>			

ADMINISTRATION OF THE PROPERTY			
Registered Aircraft Owner	100 Carlotte Control (100 Carlotte Control (Owner Address	
Name: Baxter 7/47	N9 TNO	City: Moun'	4000 Han
Fractional Ownership Aircraft: Yes You	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	State: 42	ZIP: 12653
The state of the s		Country:	
	75 (1) 7 (1) 7 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Operator Address	Same As Registered Owner
Name: Leuis BrAn	et BARNES_	City: FVV	
Doing Business As: Air Carrier/Operator Designator (4 Character Co	V257W	State: AZ	71P. 72 702
Regulation Flight Conducted Under	de):	Country:	SA
		Revenue Sightseeing I	Flight
FAR 91 FAR 129 FAR 91 Special FAR 103 FAR 133 Non-US, Comm		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	No
FAR 121 FAR 135 Non-US, Non-	nercial	Air Medical Flight	
Annou Polices		☐ Yes	₩ No
Purpose of Flight for FAR 91, 103, 133, 137 (Select one)	Revenue Operation	Type of Commercial (Operating Certificate Held
Personal	for FAR 121, 125, 129, 135 (Select one)	(Cneck all that apply)	Sperating Certificate Heig
Business	Scheduled or Commuter Non-Scheduled or Air Taxi	None	
Executive/Corporate	Mon-scheduled or Air Paxi	Flag Carrier Operating Supplemental	Certificate (121)
Other Work Use	Domestic or International	Air Cargo	
☐ Ferry	Domestic International	Foreign Air Carriers (12	29)
Positioning Aerial Application		On-Demand Air Taxi ()	135)
Aerial Observation	Cargo Operation	Large Helicopter (127)	
☐ Air Drop ☐ Air Race / Show	Passenger/Cargo	Rotorcraft External Loa	d (133)
Flight Test Public Use	PassengerHow many?	☐ Agricultural Aircraft (1:	37)
Public Use Unknown	Cargolbs	Other Operator of Large	
OTHER AIRCRAFT COLLISION (all or ground collision occurred, complete	the section for other arc	an Hill College College
Aircraft Registration Number Manufacturer:	<u> </u>	D:	amage to Other Aircraft
			Destroyed Minor Substantiai None
Registered Owner of Other Aircraft	1		Substantial None
First Name:			
Middle Initial: Last Name:	State:	ZIP:	_
Pilot of Other Aircraft	Country:		
First Name:			
Middle Initial:	City:		
Last Name:	State: Country;	ZIP:	
MECHANICAL MALEUNCITON/FAIL			123100000000000000000000000000000000000
Was there Mechanical Malforetion (Cathago B			
(If yes, list the name of the part, manufacturer, part no., s	erigl no., and describe the failure.)		Total Time/Cycles
ENGINE	funza in Elight	/-	On Part
			Hours
	45		Cycles
9.	82		
,			Time Since This Part Inspected/Overhauled
			Hours
			1.0XMM
DAMAGETG AIRCRAFT AND OTHE			
Aircraft Damage Aircraft Fi	The state of the s		
☐ None ☑ Substantial ☑ None	☐ Both Ground and In-Flight	Aircraft Explosion	ofh Ground and to true
☐ Minor ☐ Destroyed ☐ In-Flight ☐ On-Groun	Unknown Origin	☐ In-Flight ☐ U	oth Ground and In-Flight nknown Origin
LI On-Groun	N gg	☐ On-Ground	area nace na CONTEX de la MARTINA MENTANTA MENT

EVACUATION OF AIR	RCRAFT	programme Little of the		e e a s	11.000		- 1		OKOTA KATA
Was an emergency evacuati	on of the aircra	it performe	d?	Yes F] No			Contraction of the Contraction o	o managing and the same
Method of Exit - Describe he			_			Нося	tion		
WEATHER INFORMA Weather Observation Facility El: Discretion Time:	JION AT T		Setz	YEIDENI	SFFE Information		[] Company	Method of B (Check all that ☐ in Person	ricfing apply)
Time Zone:		NM	☐ TV/Ra	idio iated Report	on er Service (DUA	TO	☐ Military ☐ Internet ☐ Unknown	Teletype Telephone/e	
Direction from Accident Site:	des	rces MAG	LI Contain	ciciai weau	ii Service (DOA	.13)		☐ TV/Radio ☐ Unknown	
Briefing Type/Completeness Full Partial / Limited By Pilot Partial / Limited By Briefer	Abbrevia	1	Light Co		Dusk Night		Dark Night Bright Night Not Reported	Visibility	iles
Few Partial Obscuration Scattered Lowest Cloud Condition Hei	Thin Broken Thin Overcast Unknown	Ceiling None Broke	n ast Height	□ lir	bscured definite nknown	X 0000	striction to Visibility None Blowing Dust Blowing Sand Blowing Snow Blowing Spray Dust	Check all that Fog Ground Haze Smoke	Fog
10,060	_ft AGL			00	ft AGL	-			
Wind Direction Indicated: degrees MAG Variable	Wind Speed Velocity: -or- Calm Light and Va	KTS	Ve	ind Gusts locity: Gusting Not Gusting		Se	verity of Turbulence	ouds hity of Thundersto erate	
NOTAMS (D, L and FDC)				in effect :	t the time of		accident/incident	rate Chop	
Temperature: (C) or (F) Altimeter Setting: or Density Altitude:	in. HG MB	Amount None Trace Light Leing Actus	Mode	re	Type Rime Clear Mixed		Rain Snow Hail Rain Showers Freezing Rain	on (Check all that Drizzle Ice Pellets Snow Pellets Snow Grains Ice Crystals Ice Pellets Sh Freezing Driz	ower
Dew Point:(C) or(F)		None Trace Light	☐ Mode ☐ Sever	erate re	Rime Clear Mixed		Intensity of Precipi ☐ Light ☐ M] Heavy

	Light		Mixed	Light	☐ Moderat	e 🖺 Heavy
		6				
gv	o Other Property (use a	dditional sheet	if necessary)			
<u></u>						
AIRPORT INFORMATION (III	the accident/incident or	corred on ap	orcach, takeoff or			Section of the second
)/A		Distance From	n Airport Ce	enter:	
Airport Name: Proximity to Airport Off Airport/A:	<u>, </u>		Direction Fro	m Airport:		SM degrees MA
Approach Segment (Select one)	irstrip On Airport	On Airstrip	Airport Eleva			ft. MSi
On Instrument Approach Lan	ding ☐ Ba	ise leg	□Fi	mal		
IFR Approach (Check all that apply)	vnwind 16	ise leg ow Approach	[] AI	borted Landing	(after touchdow	□ Go Aro
I None Dan	☐ MLS	Practice	VFR Approach	(Check all t		
ADF/NDB Sidestep SDF ILS VOR/TVOR Localizer Only	□ LDA □ ASR	☐ GPS ☐ Loran	None Traffic Pattern		□ Te	op and Go such and Go
VOR/DME DIOCHUL		Unknown	☐ Valley/Terrain	Following	□ Fc	nulated Forced Lan- roed Landing
☐ TACAN ☐ RNAV	Circling		Go Around Full Stop		□ Pro	cautionary Landing
Runway Information Runway ID:(L/R/C) Length:			Condition of Re	unway/Land	ing Surface	Check all that apply
Runway/Landing Surface (Check all tha	ft_Width:	ft	Holes		v-Compacted v-Consted	Water-Calm Water-Chopp
☐ Asphalt ☐ Grass/Turf ☐ Ms	acadam Water		ice Covered Rough	☐ Snov	v-Dry v-Wet	☐ Water-Glassy
□□nπ □Ice □Sn	ow	n	Rubber Deposi	ts Soft	station	Unknown
FLIGHT TIMERARY INFORM		13:500 N		L vege	ALION ACCES	
Last Departure Point Airport ID: FUV	Time of Departure	Destination	1 A		Type Flight	
City: FANEARDULE	Time: 16 15	Airport ID:	enzie A	-	☐ None ☐ Company	□ VFR/IF VFR ⊠ IFR
State: A Z	Time Zone	State: 1	N Z SUNT G YF		Military V	FR ☐ Unknov
Country: LCSA		Country:	USA	<u> </u>		☐ Yes ☐ No
Type of ATC Clearance/Service (Check-		al IFD				
LJ VFR MIFR	□ VFR	On Top	UV£R	Flight Follow fic Advisory		☐ Cruise ☐ Unknown / NA
Airspace where the accident/incident or Class A Class B Class G		ply) hibited Arca				
☐ Class C ☐ Demo Area	Resi	tricted Area		Jet Training TRSA		Special Air Traffic Contr
Class D Warning Are	a ∐ Aπ	itary Operations out Advisory A	Area (MOA) [rea	☐ FAR 93	i	Unknown
Aircraft Load Description (Check all that						
Passengers Towing Bann Cargo Other Externa	ier War	er er		Livestock Unknown		
FUEL & SERVICES INFORMA	Cher	mical/Fertilizer/	Seeds	(2) (2) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1		
Fuel on Board at Last Takeoff	Fuel Type	DOD COME TO	AMERICAN PROPERTY.			
(convert from pounds, as necessary)		I 115/145 Jet A Automotive	☐ JP3 ☐ JP4	Othe	r, specify	
Other Section 16 to D	100/130	Automotive	☐ JP4 ☐ JP5		-	_
Other Services, if Any, Prior to Departu	re					
		5				

PILOT *B* INFORM	ATION	ar Para	properties.		al Marie			ABINE SERVE	Apple 14 Janes	50000000000000000000000000000000000000
Pilot "B" Responsibilities a	t the Time of Accid	dent/Incide	ent		Exit Mess (cite minibute)	OF THE PROPERTY.	100000000000000000000000000000000000000	I CONTAIN PROPERTY	The state of the s	
Pílot 🔲 Co-Pilot	Student Pilot	Flight In		Check Pilot	☐ Fligh	ht Engineer	Other	Flight Crew		
Pilot "B" Identification			No.	C TONIA SONO SONO SONO SONO SONO SONO SONO SON	-			1 light Crew		<u> </u>
First Name: MAD	Sin								17	
Middle Initial:	(V-7) AVI	- 14			ity: ate:					
Last Name: BAD NE					ountry,					
Age at time of Accident/Inci	dent: <u>67</u>	Date of Bir	th: mm/dd/	C	ertificate N					60 6 3
Degree of Injury	Seat Occupied		minuaar		at Belt	the transmission of the	5			
☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious	Left Right	Front Rear Single	Unknow	vn Use		Yes Yes	□ No □ No	Shoulder Used Available	Harness Yes Yes	D No
Pilot Certificate(s) (Check a	ll that apply)	- 3-72			(3)			l 18		42
☐ None ☐ Stud	iont	Recrea	itional	☐ Commerc	cial	-	777			
	ht Instructor	Sport Sport		Airline T	ransport		☐ Flight Engi ☐ U.S. Milita	neer rv	☐ Foreign	1
Principal Occupation	Medical Certificate	8 9		Me	dical Cer			-	Last Medic	-
Pilot	None ZC	ass 3		10	Without lim	nitations/wa	tivers			
400° - 100 -	Class I Di	river"s Licen nknown	se (Sport Pilo	ot only)	With limitat Unknown	tions/waive	:13	8/	19/13 1999	}
	A STATE OF THE STA	THE COURT			Unknown			mm/dd	5000 <u> </u>	
Medical Certificate Limitat				W.		"	-	2 76 Till	- 2	-
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#	+11 7 in	105								
Medical Certificate Waivers		<u> </u>	_,	-		<u> </u>	35-32	120		
Wiedical Certificate Walver	•							88	8.9	*
	40 307	-00								
Date of Last Flight Review or Equivalent, Including		Flight I	Review Aire	craft	5 700-8 7485	10.	70000			
FAR 121/135 Checks:		Make:	PA3	12 3	300		Pipe	2.1		
- N	mm/dd/yyyy	Model:	DA 2		300		- 			<u> </u>
Airplane Rating(s)	Other Aircraft R:	ating(s)	Instrum	ent Rating(s)			The state of the		- 12	
(Check all that_apply)	(Chack all that apply	<i>)</i>	(Check a)	I that apply)		Check all th	Rating(s)			
☐ None Single-Engine Land	None		☐ None	4.0		None	ш орргу)	Jenti		100-5 1 0000
Single-Engine Sea	☐ Airship ☐ Free Balloon		Airpla			Airplane	Single-Engin	ie 🔲	instrument A Instrument F	Ampiane Jeliconter
Multiengine Land	Glider		☐ Helico		1,2	Airplane	Multi-Engine	: 🗆	Helicopter	24608
Multiongine Sea	☐ Gyroplane			ed Lift	[]	☐ Gyroplan ☐ Powered ☐ Powered ☐ Home of the control of the c	ie Li t		Glider	
	☐ Helicopter☐ Powered Lift				1 5	7. oweled	Litt	البا	Sport	
Type Ratings	☐ Fowered LIII		1	_	$-\bot$					
-) Pro - 1 1 1 1 1 1 1 1 1 1					S	tudent En	adorsement	S (Include do	ites)	*
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	T		Airplane					35 162 16		
Flight Time (enter appropriate	60000000000000000000000000000000000000	is Make	Single	Airplane	Abids (lastr	rument		7-0	90 000 MOST AND
number of hours in each box)		Model	Engine	Muitiengine	Night	Actual	Simulated	Retorcraft	Glider	Lighter Than Air
Total Time	3784 1	424 =	3524	260	1200	925	612			- seali Air
Pilot in Command (PIC)	3784 /	424	3524	740	120			300	10	170
Time as Instructor	THE RESERVE AT REST. AT 1	1055-A				-	66		V .	-
This Make/Model	000	0= <i>8</i>	55		520					
ast 90 Days						-		*	-	
ast 30 Days										
		· · · · · · · · · · · · · · · · · · ·			- 100				- W	
ast 24 Hours			· ·					2		

PILOT A INFORM	ATIONE		4117.466		ras le Phi	*-10+ -10- 55		Table Holle & B		display in the second
Pilot "A" Responsibilities					000 (31 080 401 0 10 10 10 10 10 10 10 10 10 10 10 10	marketing () of order () of page ()	eriol (also a colt standard allowand) Com Utility	AMERICAN STATISTICS	en all 700 (10 to 1960)	SECTION OF SECURITY OF
Pilot 🗀 Co-Pilot	Student Pilot	☐ Flight I	nstructor [Check Pilot	☐ Fligh	ht Engineer	Other	Flight Crew		
Pilot "A" Identification			765	1 1	2 41	STATE OF THE PARTY	85 - 5-30-10-010-01-10-0	700	*	
First Name: Leis	205			C	ity: _					
Middle Initial:		,	0 1		tate:					1 10
Last Name: RARY	TORANGO AL	- 4		c	ountry.					
Age at time of Accident/Inci	dent: _34	Date of Bir	rth:	לאיצע	Certificate 1	Number:		11 21 V	\$ - 120,83c	
Degree of Injury	Seat Occup	pied	VOLO V		at Belt		****	Shoulder	Harness	70
Minor Unknown Serious	Left Right Center	☐ Front ☐ Rear ☐ Single	□ Unkn	0.00	sed zailable	Yes	□ No □ No •	Used Available	Yes	□ No
Pilot Certificate(s) (Check of	all that apply)					20.0				11477
☐ None ☐ Stu	Date (1974) 1970 AF (1975) 1970	☐ Recre	ational	☐ Comme	ania)	4	3-01.0		7 <u>—</u> 2	
	ght Instructor	Sport	ao.i.ai	Airline		į. I	☐ Flight £ngi ☐ U.S. Militæ	neer N	☐ Foreig	ń
Principal Occupation	Medical Certific	cate		M	edical Cer	tificate V	OF DARRINGC DISTRIBUTE		Last Medi	nal .
		Class 3		LX(Without lin	nitations/w	rivers	-7	dani men	
Other Unknown	Class 1 Class 2 C] Driver's Lice] Unknown	nse (Sport Pile	ot only)	With limits Unknown	tions/waive	ers .	min/de	<u>10/15</u>	
Medical Certificate Limita	tions	0-00	,	- #	2000				~9555	
		.10								
	NO	ve								
	3									
Medical Certificate Waiver	Š				374		() 			
	1	(al)								
	\mathcal{M}	ION								
	<u> </u>		200		W-90					
Date of Last Flight Review		Flight	Review Air	craft			100	200		
or Equivalent, Including FAR 121/135 Checks:	6 14 12	2 Make:	Cas	SHA						
	mm/dd/yyyy	Model:	a company	2_						
Airplane Rating(s)	Other Aircraf	ft Rating(s)	Instrun	nent Rating(e)	Instructo	or Rating(s)			
(Check all that apply)	(Check all that a			il that apply)	3)	(Check all	that apply)			
☐ None Single-Engine Land	None		□ №пе		-	None	TO THE PARTY] Instrument	Airplane
Single-Engine Land Single-Engine Sea	☐ Airship ☐ Free Balloon		- Airpl	ane	i		ne Single-Eng		Instrument	Melicopter
☐ Multiengine Land	☐ Glider		Helic	opter red Lift		Gyropi	e Multi-Engi	_	Helicopter	
Multiengine Sea	Gyroplane		700 a 100 a		- 1	Power	d Lift	-	Glider Sport	
	☐ Helicopter☐ Powered Lift							W-		
Type Ratings			- 41: 	- 1	9 3 3	Student l	Éndorseme	nts (Include	daenal	
						Oracout.	CHOOL SCILLE	its (include)	actes)	
/4					Į.					
		10			и					
Flight Time (enter appropriate	AU	This (Make	Airplane			Inst	brument			70 Stores Re
number of hours in each box)	Aircraft	& Model	Single Engine	Airplane Multiengine	Night	Actual	Simulated	Rotoreraft	Glider	Lighter Than Air
Total Time	600	198	610	N 10	150	100000000000000000000000000000000000000			Gilder	Than All
Pilot in Command (PIC)	610	3 2		89		_		-		-
Time as Instructor	3 254	(i = a)		1 ×	-		\	-		
This Make/Model		8 9		St.	-	-	1 33	2.00		5
Last 90 Days	1.42	38	38		8			9 9		
Last 30 Days	18	5	5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 7.	r	1	375-11	2	
Last 24 Hours	1.5	6.1	1.1				1	2002	s so so	l -

ADDITIONALE LIGHT GREW MEMBERS	· (Exchisive of cabin a	itlendants, complete the	tollowing listo	matic	n)	
Pilot Name and Address	Ann an provinces		987 C (1208 AP) 120 C (120 C))))))))))))))))))))))))))))))))))))		Degree of 1	THE RESIDENCE OF THE PARTY OF T
First Name:	City:		70		None	☐ Fatal
Middle Initial:	State;	ZIP:			Minor	☐ Uπknown
Last Name:	Country:		<u> </u>		Serious	081-2815
Pilot Certificate(s) (Check all that apply)	I/de	A STANSON CONTROL OF THE AND			Seat Occup	ied
☐ None ☐ Student ☐ Recreational ☐ Private ☐ Flight Instructor ☐ Sport	Commercial	Flight Engineer	Foreign		Left	Front
Type Rating/Endorsement for	Airline Transport	U.S. Military	7.0		Right Center	☐ Rear ☐ Single
Accident/Incident Aircraft? Yes No	of this Accide	ime at the Time	h		TT CAME	Unknown
enter y and the transfer of th	Name of the Owner	nt/Incident:	IUIS	ALLEGA STATE OF STATE	growing garden of Mysolan	entropie a companyo proprieta que diferen el montro entre en
Pilot Name and Address	<u> </u>	TO THE STATE OF TH	807-0003	91 288 3 X	Degree of I	njury
First Name: Middle Initial:	City:	ZIP:	70-35 681		None	☐ Fatal
Last Name:	State:	ZIP:			☐ Minor ☐ Serious	☐ Unknown
Pilot Certificate(s) (Check all that apply)	Country	7 - 500000000	1 0.	-4	Land Description of the Control of t	
□ None □ Student □ Recreational	☐ Commercial	Cherry o			Seat Occup	DO THE PORT OF THE PROPERTY OF
☐ Private ☐ Flight Instructor ☐ Sport	Airline Transport	☐ Flight Engineer ☐ U.S. Military	☐ Foreign	Į.	Right	☐ Front ☐ Rear
Type Rating/Endorsement for	Total Flight T	ime at the Time			☐ Center	Single
Accident/Incident Aircraft? Yes No	of this Accide	nt/Incident:	hrs	ſ		Unknown
Pilot Name and Address	yan <u>saaanaa perindengan a</u>	en en antico contrata de la company de la constante de la cons	and the company of a special property of the company of the compan	PER	eron pour el prése, pois mentes de	ng 1853 000 na masana anaya
First Name:	1944		3	-	Degree of It None	ngury Fatal
Middle Initial:	City:	ZIP:			Minor	Unknown
Last Name:	Country:				Serious	
Pilot Certificate(s) (Check all that apply)	-7) 5: XX	***	<u> </u>	- 1	Seat Occup	ied
☐ None ☐ Student ☐ Recreational	Commercial	☐ Flight Engineer	☐ Foreign		Left	☐ Front
☐ Private ☐ Flight Instructor ☐ Sport	Commercial Airline Transport	U.S. Military			Right	Rear
Type Rating/Endorsement for Accident/Incident Aircraft?		ime at the Time	8		Center	☐ Single ☐ Unknown
Accident/Incident Aircraft? Yes No	of this Accide	nt/Incident:	hrs			LJ Unknown
	N			L.		
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I, Lewis Barnes flew to FYV from BPK to pick up Brant Barnes, Heath Stanly and Ross after preflight we were headed to UTA. I had a briefing from Proflight and Brant had one also. I filed an IFR flight plan so I could observe Brant working on his instruments. There was a light mist but we had 10 mile visibility and the ceiling was 10,000 feet. We had a normal takeoff from FYV, runway 16. I had filed for 5,000 but we decided that the winds were better at 9,000. I noticed a slight vibration on climb. When we reached 9,000 the aircraft would only true out at 135 KTS, normal is 155. The vibration got worse and we tried to lean the engine to see if there might be carbon on the injectors. Then the vibration worsened and in a matter of minutes the engine started knocking and the prop abruptly stopped. We told center of engine out and determined that RUE was 198 degrees and 21 miles (garmin 530). We turned to 198 degrees and Brant set the aircraft at 80KTS. We determined we couldn't make RUE but to the south was the Arkansas River Valley and better than the National Forest. We spotted a road of about 1100 ft and descended over the power lines on the north side of the road, but what we didn't see until we turned final was a communication cable crossing the road at about 15 feet. It had been obstructed by a tree also on the north side of the road. We didn't pull up to avoid stalling, we hit the wire and it gashed the left wing and stuck in it. The aircraft pulled the wire from both poles but when we touched down the cable became taught from the pole to the west and caused the aircraft to go abruptly to the left and we hit a corner post of a fence at the wing root of the right wing. The back door jammed and after shutting off the main power switch, we all four exited the front door. We scrambled as fast as we could as both fuel tanks were leaking. We then notified FSS by cell phone.