

## **N132K Accident, June 29, 2014, Big Creek Idaho**

### **Pilot Statement**

I, Jay W Minor, Commercial Pilot [REDACTED] Certificate [REDACTED]; Residing at [REDACTED] [REDACTED] West Linn, OR 97068 make the following statement as the pilot and sole occupant or my Cessna 182Q, N132Q, (converted in 2008 by Peterson Performance for backcountry flying) on the morning of June 29, 2014. I was a group of six other planes that planned to tour various wilderness airstrips that day. Our first destination was Big Creek, (U60) where we would participate in a fly-in breakfast with other pilots and their passengers. I had flown into Big Creek one previous time two years earlier.

We left McCall, Id (MYL). Around 8:10 AM local time, for the short direct flight to Big Creek. Approaching from the south, the planned pattern was to enter a south downwind behind the hogs back ridge, left base, final to North runway. The weather was cool and clear.

Leaving McCall, I was the trailing aircraft of our group. I monitored area traffic on 122.9 and announced my position descending from the south. In addition, our group used another frequency, 130.30, for our own personal transmissions.

I descended into the down wind leg directly from the south. In the downwind leg, I performed pre-landing checklist, slowed the aircraft to 60 knots and lowered flaps to 40 degrees. I do not recall my altitude on downwind, but I do remember entering the airport altitude in my EFIS for reference. When I turned to base at the north end of the hogs back, I noticed that I was high and the threshold of the landing strip was much closer than I anticipated. Initiating a steep turn to final and attempting to slip to loose altitude, with in seconds I was in a stall, with the IAS at 25 knots (stall in this configuration is around 38knots). I immediately attempted to recover with full power and level wings, which put we on the reverse course of base leg. I recall hitting the tops of trees with the gear and then with in split second hitting more trees and crashing to the ground.

Post impact found me severely injured sitting in the back passenger compartment in an upside down aircraft.

I was subsequently carried out through the forest by volunteers and pilots at the airfield and transported by helicopter to Saint Alphonus Hospital in Boise.

This 9<sup>th</sup> Day of July, 2014

Jay W. Minor