

Claim Number:

LOSS STATEMENT

1) YOUR INFORMATION

Name: Daniel B. Cashion Occupation: Finance
Street Address: [REDACTED] Rumson NJ 07760
Driver's License # and State: [REDACTED] Date of Birth: [REDACTED]
Home Phone No: [REDACTED] Work Phone No: [REDACTED]
Pilot Certificate No: [REDACTED] Date Issued: 2/8/2017
License: Student ☒ Private ☐ Comm. ☐ ATP ☐ CFI ☐ CFII ☐ CFIME ☐
Ratings: Airplane ☐ SEL ☐ MEL ☐ Sea ☐ Inst. ☐ Helicopter/Rotorcraft ☐
Medical Cert. Date [REDACTED] Class [REDACTED]
Limitations: [REDACTED]
BFR Date: [REDACTED] Flight Experience: TT [REDACTED] M&M [REDACTED] Last 90 Days [REDACTED]

2) AIRCRAFT INFORMATION

N# 68VY Year 2017 Make CIRRUS Model SR20
Date Last Annual 2/2017 100 Hr Inspection N/A
Name & Address Registered Owner N68VY LLC
[REDACTED], Farmingdale NY 11735
Current Location of Aircraft N12

3) ACCIDENT/LOSS INFORMATION

Date 5/1/2017 Time [REDACTED] Location KN12
If at an airport, name of airport Lakewood Airport, Lakewood NJ

Type of Loss: In Flight Loss ☒ Ground Loss ☐

Aircraft use if IN FLIGHT: Pleasure/Personal ☐ Business ☐ Instructional ☒ Commercial ☐

4) DESCRIBE EVENTS AND CIRCUMSTANCES THAT LED TO THE ACCIDENT OR LOSS, AND THE NATURE OF THE ACCIDENT OR LOSS. Include a sketch if appropriate. Attach additional sheets if more space is needed.

Connor Rogers and I were scheduled for a lesson at 15:00 on 5/1/2017 out of KBLM. The morning weather that day was IFR, so both Connor and I had been monitoring METARs and PIREPs throughout the morning. The weather cleared for VFR conditions and we met at KBLM at approximately 15:00 for a typical lesson.

We discussed our lightplan at length and agreed that our objectives for the day would be general training on the aircraft type, which would include steep turns, stalls, simulated engine failure, and a few landings. The wind was gusting up to 12G17 knots at takeoff from KBLM.

We were practicing airwork for approximately 1.5 hours when we decided to work on landings. Lakewood Airport (KN12) was nearby and familiar to us. We entered in the correct frequency for the ASOS at KN12, but it was not functioning. So, we performed a flyover to view the midfield windsock. Winds seemed to be out of the Northwest so we decided runway 24 would be the best option.

We entered the pattern on a 45 and made all calls. There was no traffic in the pattern. While on final, we were crabbing due to the cross wind and we could feel the windshear. It was our first attempt for the day to land the airplane. When landing, I recall that we were slightly slower than we wanted to be (about 65 knots vs 70 knots). We flared and touched down slightly harder than

we wanted, which resulted in a bounce. At that exact moment I recall being abnormally blown to the left off the runway and I verbally said "Go-Around?" to Connor. He agreed. At that point, I'm not sure if it were myself or Connor who pushed the throttle to full power. Connor at that point said "I have the controls" and I repeated "you have the controls." I took my hand off the yoke and moved my feet away from the pedals.

When the engine responded, the resulting torque listed the aircraft to the left. I recall Connor trying to stabilize the plane by compensating right. Soon thereafter I recall our right wing hitting the ground, which sent us belly/nose first to the ground. We spun clockwise to a stop.

Connor ordered me to turn off the power and I recall him turning off some other items. A small fire started in the engine and we both said "Get out of the airplane." We evacuated the airplane and ran a few hundred feet away.

Soon thereafter, airport personnel arrived in a golf cart and brought us back to the FBO. Airport personnel called the appropriate people. Fire, police, and EMS arrived in short order. The plane was stabilized (checked for smoldering fire, cables to the main battery cut, etc.). The FAA examiner showed up a few hours later and began the investigation.

Both Connor and I met with and were individually interviewed by the FAA examiner the next day. Nothing Connor and I have reported is a function of us collectively agreeing upon anything other than what actually happened.

I reserve my right to add color and details to this statement if any and all items are unclear.

(see page two for additional information)

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5) OCCUPANTS/INJURIES INFORMATION:

List names & addresses of aircraft occupants and
Check appropriate boxes at right.

		C	P				List Injuries Sustained
		R	A				
		E	S				
		W	S				
1)	Connor Rogers						
							None
2)	Daniel Cashion						

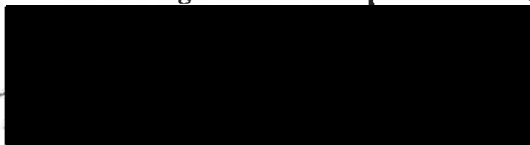
3)					
4)					
5)					
6)					

6) PROPERTY DAMAGE AND NON OCCUPANT INFORMATION:

Describe any damage to property other than to your aircraft, or injury to non occupants of your aircraft. Please provide the name, address and phone number of the owners of the damaged property and non occupants, if known.

Any person who, with intent to defraud or knowing that he is facilitating a fraud against an insurer, submits an application or files a claim containing a false or deceptive statement is guilty of insurance fraud.

Signature: _____



Date: _____

5/8/2017