

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

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

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: ELMO State: TX
ZIP: 75118 Country: USA
Latitude: 32.794134 Longitude: 96.090384
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 09/24/2020 Local Time: 1:50 PM
mm/dd/yyyy Time Zone: CST

Collision with Other Aircraft: ☐ Midair ☒ On-ground ☐ None

AIRCRAFT INFORMATION

Registration Number: N3958A

Manufacturer: BEECHCRAFT

Model: BONANZA V35B

Serial Number: D-9194

Year of Manufacture: 1970

Amateur-Built: ☐ Yes ☒ No If Yes: ☐ Kit/Plans ☐ Make:
☐ Original Design

☒ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: 3400 lbs

Weight at Time of Accident/Incident: 2652 lbs

Number of Seats: 5 Flight Crew Seats: 1

Cabin Crew Seats: 1 Passenger Seats: 3

Number of Engines: 1

Category of Aircraft

- ☒ Airplane
- ☐ Balloon
- ☐ Blimp/Dirigible
- ☐ Glider
- ☐ Gyroplane
- ☐ Helicopter
- ☐ Powered Lift
- ☐ Rocket
- ☐ Ultralight
- ☐ Unknown

Type of Airworthiness Certificate

(Check all that apply)

- | Standard | Special |
|--|---|
| ☒ Normal | ☐ Restricted |
| ☐ Aerobatic | ☐ Limited |
| ☐ Balloon | ☐ Provisional |
| ☐ Commuter | ☐ Special Flight |
| ☐ Transport | ☐ Experimental |
| ☐ Utility | ☐ Special Light-Sport |
| | ☐ Experimental Light-Sport |

☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear

(Check all that apply)

- ☒ Retractable
- | | |
|--|------------------------------------|
| ☒ Tricycle | ☐ Tailwheel |
| ☐ Amphibian | ☐ High Skid |
| ☐ Emergency Float | ☐ Skid |
| ☐ Float | ☐ Ski |
| ☐ Hull | ☐ Ski/Wheel |
| ☐ Other Launch/Recovery System | |
| ☐ None ☐ Unknown | |

Engine Type (Select one)

- | | |
|--|-------------------------------------|
| ☒ Reciprocating | ☐ Liquid Rocket |
| ☐ Turbo Shaft | ☐ Solid Rocket |
| ☐ Turbo Prop | ☐ Hybrid Rocket |
| ☐ Turbo Jet | ☐ None |
| ☐ Turbo Fan | ☐ Unknown |
| ☐ Electric | |

Fuel System Type (Reciprocating)

- ☐ Carburetor ☒ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm dd yyyy</i>	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	CONTINENTAL	IO-550-B4F	249180-R	2/03/1989	300	1668	3152	1668
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

- ☐ 100-Hour ☐ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☒ Annual ☐ Unknown

Date Last Inspection: 9/10/2020
mm/dd/yyyy

Airframe Total Time: 3152 hrs
hours measured at (Select one)

☒ Last Inspection ☐ Time of Accident/Incident

Type of Maintenance Program (Select one)

- ☒ Annual
- ☐ Conditional (Amateur-built only)
- ☐ Manufacturer's Inspection Program
- ☐ Other Approved Inspection Program (AAIP)
- ☐ Continuous Airworthiness
- ☐ Other, specify:

Description of Fire Extinguishing System

- ☒ None
☐ Specify:

Propeller 1

- ☒ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: HARTZELL

Model: PHC-C3YF-JRF/E8068

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer:

Model:

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: CIR-11-2

Model or Part No.: MERL-BP-1026

TSO No.: ☐ OC91 (121.5 MHz) ☒ OC91a (121.5 MHz)
☐ OC126 (406 MHz)

Was ELT still mounted in aircraft? ☒ Yes ☐ No

Was ELT still connected to antenna? ☒ Yes ☐ No

Did ELT Activate? ☐ Yes ☒ No

If activated:

Did ELT Aid in Locating Aircraft: ☐ Yes ☒ No

If not activated:

- Indicate Reason: ☒ Impact Damage
☐ Fire Damage
☐ Battery Expired/Damaged
☐ Unknown

Additional Equipment (Check all that apply)

- ☒ ADS-B
☐ Airframe Parachute
☐ Angle of Attack Indicator
☒ Autopilot
☐ Data Recorder
☐ Electronic Flight Bag or Handheld Device
☐ Electronic Multifunction Display
☐ Electronic Primary Flight Display
☐ Handheld GPS
☐ Heads Up Display
☐ Onboard Weather
☐ Satellite Tracking Device
☒ Stall Warning System
☐ Video Recording Device
☒ Other, Specify: FOREFLIGHT APP ON IPAD

OWNER/OPERATOR INFORMATION

Registered Aircraft Owner Name: <u>RICHARD D HINTON</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		City: <u>COLLEYVILLE</u> State: <u>TEXAS</u> ZIP: <u>76034</u> Country: <u>USA</u>	
Operator of Aircraft ☒ Same As Registered Owner Name: _____ Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		☒ Same Address as Registered Owner City: _____ State: _____ ZIP: _____ Country: _____	
Operating Certificates Held (Check all that apply) ☒ None ☐ Flag Carrier Operating Certificate (FAR 121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (FAR 129) ☐ Rotorcraft External Load (FAR 133) ☐ Commuter Air Carrier (FAR 135) ☐ On-Demand Air Taxi (FAR 135) ☐ Commercial Air Tour (FAR 136) ☐ Agricultural Aircraft (FAR 137) ☐ Pilot School (FAR 141) ☐ Certificate of Authorization or Waiver (COA) ☐ Commercial Space Transportation Experimental Permit ☐ Commercial Space Transportation License ☐ Other Operator of Large Aircraft	Regulation Flight Conducted Under ☐ FAR 91 ☐ FAR 129 ☐ FAR 415 ☐ FAR 103 ☐ FAR 133 ☐ FAR 431 ☐ FAR 121 ☐ FAR 135 ☐ FAR 435 ☐ FAR 125 ☐ FAR 137 ☐ FAR 437 ☐ FAR 91 Special Flight ☐ Non-US, Commercial ☐ Non-US, Non-commercial ☒ Public Aircraft (Select one) ☐ Armed Forces ☐ Federal ☐ State ☒ Local ☐ Unknown		Revenue Operation for FAR 121, 125, 129, 135 (Select one for each group) ☐ Scheduled or Commuter ☐ Domestic ☐ Non-Scheduled or Air Taxi ☐ International ☐ Passenger ☐ Cargo ☐ Mail Contract Only
	Revenue Sightseeing Flight ☐ Yes ☒ No	Air Medical Flight ☐ Yes ☒ No	Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☐ Aerial Application ☐ Firefighting ☐ Unknown ☐ Aerial Observation ☐ Flight Test ☐ Air Drop ☐ Glider Tow ☐ Air Race/Show ☐ Instructional ☐ Banner Tow ☐ Other Work Use ☐ Business ☐ Personal ☐ Executive/Corporate ☐ Positioning ☐ External Load ☐ Skydiving ☐ Ferry

AIRPORT INFORMATION (Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)

Airport Name: <u>VAN ZANT COUNTY (WILLS PIONT)</u> Airport Identifier: <u>76F</u> Proximity to Airport: ☒ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A		Distance From Airport Center: <u>9</u> sm Direction From Airport: <u>302</u> degrees true Airport Elevation: <u>522</u> ft. msl	
Runway Information Runway ID: <u>17-35</u> (L/R/C) Length: <u>3230</u> ft Width: <u>50</u> ft		Condition of Runway/Landing Surface (Check all that apply) ☐ Dry ☐ Snow-Compacted ☐ Water-Calm ☐ Holes ☐ Snow-Crusted ☐ Water-Choppy ☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy ☐ Rough ☐ Snow-Wet ☐ Wet ☐ Rubber Deposits ☐ Soft ☐ Slush-Covered ☐ Vegetation ☐ Unknown	
Runway/Landing Surface (Check all that apply) ☐ Asphalt ☒ Grass/Turf ☐ Macadam ☐ Water ☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Dirt ☐ Ice ☐ Snow ☐ Unknown			
Approach/Departure Segment (Select one) ☐ Taxi ☐ VFR Departure ☐ On Instrument Approach ☐ Downwind ☐ Low Approach ☐ Takeoff ☐ IFR Departure Procedure/Clearance ☒ Landing ☐ Base ☐ Go Around ☐ Initial Climb ☐ Crosswind ☐ Unknown			
IFR Approach (Check all that apply) ☒ None ☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice ☐ SDF ☐ Sidestep ☐ LDA ☐ GPS ☐ VOR/TVOR ☐ ILS ☐ ASR ☐ VOR/DME ☐ Localizer Only ☐ Visual ☐ TACAN ☐ LOC-back course ☐ Contact ☐ RNAV ☐ Circling ☐ Unknown		VFR Approach (Check all that apply) ☐ None ☐ Traffic Pattern ☐ Stop and Go ☐ Straight-In ☐ Touch and Go ☐ Valley/Terrain Following ☐ Simulated Forced Landing ☐ Go Around ☒ Forced Landing ☐ Full Stop ☐ Precautionary Landing ☐ Unknown	

"FLIGHT CREWMEMBER 1" INFORMATION**"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident**

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

"Flight Crewmember 1" was pilot flying ☐ Yes ☐ No

"Flight Crewmember 1" Identification

First Name: RICHARD

City of Residence: COLLEYVILLE

Middle Initial: D

State: TEXAS

ZIP: 76034

Last Name: HINTON

Country: USA

Age at time of Accident/Incident: 67

Date of Birth: [REDACTED]

mm/dd/yyyy

Certificate Number: [REDACTED]

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Restraint Type**Available**

☐ None
☐ Lap only
☒ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Used

☐ None
☐ Lap only
☒ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Inflatable Restraints

☒ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☒ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation

☒ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☒ Unknown

Medical Certificate Validity

☒ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☐ Special Issuance

Date of Last Medical

08/13/2020
mm/dd/yyyy

Medical Certificate Limitations

NO LIMITATIONS (HAVE BASIC MEDICAL DONE 8/13/2020) NO BOX TO CHECK ABOVE

Medical Certificate Special Issuance

NONE

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

NOT AVAILABLE
mm/dd/yyyy

Flight Review Aircraft

Make: MISPLACED LOG BOOK #3 - NOT AVAILABALE

Model: MISPLACED LOG BOOK #3 - NOT AVAILABALE

Airplane Rating(s) (Check all that apply)

☐ None
☒ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s) (Check all that apply)

☐ None
☐ Airship
☐ Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s) (Check all that apply)

☐ None
☒ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s) (Check all that apply)

☐ None
☐ Airplane Single-Engine
☐ Airplane Multi-Engine
☐ Gyroplane
☐ Powered Lift
☐ Instrument Airplane
☐ Instrument Helicopter
☐ Helicopter
☐ Glider
☐ Sport

Type Ratings**Student Endorsements (Include dates)**

Flight Time (Enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	1,500	313	1,500	0	250	93	101	0	0	0
Pilot in Command (PIC)	1,259	290	1,259	0	209	93	101	0	0	0
Time as Instructor	0	0	0	0	0	0	0	0	0	0
This Make/Model					0	0	0			
Last 90 Days	13	13	13	0	2	0	0	0	0	0
Last 30 Days	8	8	8	0	0	0	0	0	0	0
Last 24 Hours	0	0	0	0	0	0	0	0	0	0

"FLIGHT CREWMEMBER 2" INFORMATION																																																																																																				
"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident ☐ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																																																																																																				
"Flight Crewmember 2" was pilot flying ☐ Yes ☐ No																																																																																																				
"Flight Crewmember 2" Identification First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ Age at time of Accident/Incident: _____ Date of Birth: _____ mm/dd/yyyy Certificate Number: _____																																																																																																				
Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious		Seat Occupied ☐ Left ☐ Front ☒ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single		Restraint Type <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> Available ☒ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown </td> <td style="width: 50%; vertical-align: top;"> Used ☒ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown </td> </tr> </table>			Available ☒ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Used ☒ None ☐ Lap only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown																																																																																											
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Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer				Medical Certificate Validity ☐ Without limitations/waivers ☐ Unknown ☐ With limitations/waivers ☐ N/A ☐ Special Issuance			Date of Last Medical _____ mm/dd/yyyy																																																																																													
Principal Occupation ☒ Pilot ☐ Other ☐ Unknown		Medical Certificate ☐ None ☐ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☐ Class 2 ☐ Unknown		Medical Certificate Limitations 			Medical Certificate Special Issuance 																																																																																													
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: _____ mm/dd/yyyy				Flight Review Aircraft Make: _____ Model: _____			Airplane Rating(s) (Check all that apply) ☐ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea		Other Aircraft Rating(s) (Check all that apply) ☐ None ☐ Airship ☐ Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift																																																																																											
Instrument Rating(s) (Check all that apply) ☐ None ☐ Airplane ☐ Helicopter ☐ Powered Lift				Instructor Rating(s) (Check all that apply) ☐ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift			☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																													
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ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)						
Crew Name and Address			Seat Occupied		Injury	
First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Private ☐ Recreational ☐ Student ☐ Sport ☐ Commercial ☐ US Military ☐ Airline Transport ☐ Foreign ☐ Flight Engineer			Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs			
Crew Name and Address			Seat Occupied		Injury	
First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown		☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Private ☐ Recreational ☐ Student ☐ Sport ☐ Commercial ☐ US Military ☐ Airline Transport ☐ Foreign ☐ Flight Engineer			Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs			
PASSENGER(S) / OTHER PERSONNEL (Include cabin crew; continue on separate sheet if necessary)						
Name and Address		Seat	Injury	Restraint Type		Inflatable Restraints
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other		☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other		☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other		☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other		☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown		☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown

FLIGHT ITINERARY INFORMATION				
Last Departure Point Airport ID: <u>X16</u> City: <u>JUSTIN</u> State: <u>TEXAS</u> Country: <u>USA</u>	Time of Departure Time: <u>1:20 pm</u> Time Zone: <u>cst</u>	Destination Airport ID: <u>76F</u> City: <u>WILLS POINT</u> State: <u>TEXAS</u> Country: <u>USA</u>	Type Flight Plan Filed ☒ None ☐ Company VFR ☐ Military VFR ☐ VFR ☐ VFR/IFR ☐ IFR ☐ Unknown Activated? ☐ Yes ☒ No ☐ Unknown	
Type of ATC Clearance/Service (Check all that apply) ☐ None ☒ VFR ☐ Special VFR ☐ IFR ☐ Special IFR ☐ VFR On Top ☒ VFR Flight Following ☐ Traffic Advisory ☒ Cruise ☐ Unknown / NA				
Airspace where the accident/incident occurred (Check all that apply) ☐ Class A ☐ Class B ☐ Class C ☐ Class D ☐ Class E ☒ Class G ☐ Demo Area ☐ Warning Area ☐ Prohibited Area ☐ Restricted Area ☐ Military Operations Area (MOA) ☐ Airport Advisory Area ☐ Jet Training Area ☐ TRSA ☐ FAR 93 ☐ Special ☐ Air Traffic Control Area ☐ Unknown				Altitude of In-Flight Occurrence: <u>2200</u> ft msl
WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE				
Source of Pilot Weather Information (Check all that apply) ☐ National Weather Service ☐ Flight Service Station ☐ TV/Radio ☐ Automated Report ☐ Commercial Weather Service (DUATS) ☐ On-Board Weather ☐ Company ☐ Military ☒ Internet ☐ None ☐ Unknown			Weather Observation Facility Facility ID: <u>KTRL</u> Observation Time: <u>1 pm</u> Time Zone: <u>CST</u> Distance from Accident Site: <u>10</u> nm Direction from Accident Site: <u>240</u> degrees true	
Basic Conditions ☒ VMC ☐ IMC ☐ Unknown		Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown ☒ Day ☐ Night ☐ Bright Night		
Sky/Lowest Cloud Condition ☐ Clear ☐ Thin Broken ☐ Few ☒ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered		Ceiling ☐ None (Clear) ☐ Obscured ☒ Broken ☐ Indefinite ☐ Overcast ☐ Unknown		Temperature: <u>19</u> (C) or _____ (F) Dew Point: <u>16</u> (C) or _____ (F)
Lowest Cloud Condition Height <u>1800</u> ft agl		Ceiling Height <u>2500-3500</u> ft agl		Altimeter Setting: <u>30.00</u> in. Hg or _____ MB
Wind Direction ☒ Variable -or- Direction: <u>350</u> degrees true	Wind Speed ☒ Calm ☐ Light and Variable -or- Speed: <u>6</u> kts	Wind Gusts ☐ Not Gusting -or- Speed: <u>0</u> kts	Visibility <u>10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: <u>0</u> ft	
Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☐ N/A ☐ Unknown		Type of Precipitation (Check all that apply) ☒ None ☐ Rain ☐ Snow ☐ Hail ☐ Rain Showers ☐ Drizzle ☐ Ice Pellets ☐ Snow Pellets ☐ Snow Grains ☐ Ice Crystals ☐ Freezing Rain ☐ Snow Shower ☐ Ice Pellets Shower ☐ Freezing Drizzle		Restriction to Visibility (Check all that apply) ☒ None ☐ Blowing Dust ☐ Blowing Sand ☐ Blowing Snow ☐ Blowing Spray ☐ Dust ☐ Fog ☐ Ground Fog ☐ Haze ☐ Ice Fog ☐ Smoke ☐ Unknown
Icing Forecast Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☐ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown		Icing Actual Amount ☒ None ☐ Trace ☐ Light ☐ Moderate ☐ Severe ☐ Unknown Type ☐ N/A ☐ Rime ☐ Clear ☐ Mixed ☐ Unknown		Turbulence Type (Check all that apply) ☒ None ☐ Clear Air ☐ Terrain-Induced ☐ Convective Turbulence
NOTAMS (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident: 				

DAMAGE TO AIRCRAFT AND OTHER PROPERTY**Aircraft Damage**

- ☐ None ☒ Substantial
☐ Minor ☐ Destroyed
 ☐ Unknown

Aircraft Fire

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Fire at Unknown Time
☐ On-Ground ☐ Unknown

Aircraft Explosion

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Explosion at Unknown Time
☐ On-Ground ☐ Unknown

Description of Damage to Aircraft and Other Property (Use additional sheet if necessary)

N3958A BONANZA V35B HAD BOTH WINGS DESTROYED ON DESCENT WHILE COMING IN CONTACT WITH TREES ONCE THE LANDING GEAR WAS LOWERED FOR A SOFT FIELD LANDING. LANDOWNER LOST ABOUT 5 TREES ON THE EDGE OF HIS 65 ACRES.

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and location, services obtained, and intended destination. Provide as much detail as possible.

ON THURSDAY 9/24/2020, I PLANNED TO FLY TO 76F TO INSTALL TWO NEW VACUUM PUMPS ON N3958A WITH MY MECHANIC CLINT BARNES. I HAD AN APPOINTMENT THE NEXT DAY 9/25/2020 FOR MY BFR WITH STUART THOMPSON CFII. WE PLANNED TO FLY FROM KADA TO KLBB ON THE AFTERNOON OF 9/25/2020 FOR MY RESERVATION FOR THE ABS CLINIC IN LUBBOCK, TEXAS @ 7:30AM ON SATURDAY 9/26/2020 AND THEN FLY BACK TO KADS.

ABOUT 12 PM I DID A PREFLIGHT IN MY COMMUNITY HANGER AT 16X. THIS PREFLIGHT WAS WITH A COMPLETE WALK AROUND PER PILOTS OPERATING HANDBOOK, PHYSICAL FUEL LEVEL INSPECTION IN EACH WING WITH FLASHLIGHT. I HAD SMALL THIMBLE AMOUNTS OF WATER ON PRIOR CHECKS WITH THE LEFT WING, PILOT'S SIDE. I CHECKED BOTH WING FUEL SUMPS. THIS DAY I DUMPED THE PILOTS SIDE TWICE AND GOT TO CLEAR BLUE FUEL. I ENDED WITH THE BELLY FUEL CHECK SUMP AND SECURED THE BELLY FLAP DOOR. I HAND PULLED THE PLANE OUT OF THE HANGER ON TO THE HANGER PAD AND SECURED THE HANGER BEFORE START UP. I USED THE POH TO START THE PLANE. I HAD A TIME STARTING THE PLANE THAT DAY 9/24/2020. THIS WAS AROUND 1:10 PM. THIS CONTINENTAL 550 ENGINE REQUIRES QUITE A PRIME WITH THE FUEL PUMP ON HIGH TO GET IT STARTED. AFTER START I DID A SYSTEM CHECK PER THE LAMINATED PILOT OPERATION CHEAT SHEET FOR FUEL GAUGES, OIL PRESSURE, VACUUM AND GYROS. I PULLED THE YOKE IN AND OUT FOR FREE MOVEMENT OF THE RUDDERS. I TURNED THE YOKE BACK & FORTH FOR FREE ALIERONS MOVEMENT. I TURNED THE FUEL LEVER TO THE LEFT TANK, THE FULLEST OF THE TWO TANKS. I PUT ON MY HEADSET & 3 PIECE SEAT BELT. I TURNED ON MASTER FOR ALL RADIOS, TRANSPONDER, AND GARMIN 530W. I LISTENED TO ALLIANCE ATIS ON 126.925 FOR CURRENT ALTIMETER SETTING, WHICH WAS 29.99 I BELIEVE. I LOOKED FOR OTHER AIRCRAFT ACTIVITY ON THE GROUND AND IN THE PATTERN. I THEN RADIOED ON 122.90 OF MY INTENTIONS TO BACK TAXI RUNWAY 35 AND PROCEEDED TO POWER UP FOR TAXI. AT THE SOUTH END OF RUNWAY 35, I DID MY ENGINE RUNUP, PROPELLER CYCLE AND MAGENTOS TO POH STANDARDS. I SET MY GARMIN TO 76F, SET MY DG HEADING BUG TO 102 DEGREES, PERFORMED ANOTHER SCAN OF INSTRUMENTS AND GAUGES. I PERFORMED A CLEARING TURN FOR INBOUND TRAFFIC AND PATTERN TRAFFIC. PUT IN 10 DEGREES OF FLAPS. I CHECKED MY TRIM FOR TAKE OFF AND REVIEWED MY POH FOR ANY ITEMS OVERLOOKED. I CHECKED MY EXIT DOOR FOR SECURITY, CLOSED MY SIDE WINDOW AND RECHECKED SEAT BELTS. I ANNOUNCED MY DEPARTURE TO THE NORTH & EAST BOUND. AT ABOUT 1:20 PM, I APPLIED POWER TO 2700 RPM AND STARTED MY ROLL TO 80 KIAS INDICATED AND DID MY ROTATION. ONCE AT 110 KIAS INDICATED, I REDUCED RPM TO 2500. I PULLED GEAR HANDLE UP AND PULLED FLAPS UP TO ZERO. MY PLANNED ALTITUDE TO 76F IS 2500 WITH REGIONAL APPROACH ON 118.10. I TURNED ON MY TRANSPONDER AND CONTACTED REGIONAL APPROACH FOR SQUAWK. I GAVE THEM MY MAKE & MODEL, DESTINATION AND ALTITUDE. REGIONAL GAVE ME A SQUAWK. (DO NOT REMEMBER THE CODE) ONCE AT 2500 ALTITUDE, I PULLED BACK TO 23 SQUARED & PUSHED IN COWL FLAPS TO CLEAN UP THE PLANE. REGIONAL ADVISED VFR TRAFFIC BELOW ME THAT WAS AT 2000 FEET OPPOSITE DIRECTION. I CONTINUED NORTH TO AVIOD ANY DENTON TRAFFIC AND TURNED BACK EAST TO GET ON COURSE TO DESTINATION 76F. REGIONAL HANDED ME OFF ONCE OR TWICE THRU BRAVO AIRSPACE. AT 10 MILES OUT FORM 76F I SAW THE AIRPORT AT 12 O'CLOCK. I ASKED FOR VFR AND SQUAWKED 1200. MY ALTITUDE WAS 2500 AND I STARTED DOWN TO SET UP FOR 1500' PATTERN ALTITUDE FOR 76F. AT ABOUT 1:49 PM OR 28 MINUTES IN FLIGHT AT 2200 FEET THE ENGINE BEGAN TO LOSE POWER. I DID A QUICK SCAN AND SWITCHED MY FUEL TANK TO THE RIGHT SIDE TANK. I QUICKLY LOOKED AT MY AIRPSEED AND MAINTAINED 105 KIAS TO SET UP FOR EMEREGENY LANDING IN A PASTURE OFF TO MY LEFT AT 10-11 O'CLOCK. ALL WAS GOOD UNTIL I PUT MY GEAR DOWN TO LAND AND MY AIRSPEED DISMISHED QUICKLY. THE STALL WARNING HORN WENT OFF. I LANDED SHORT IN SOME TREE TOPS ABOUT 100 TO 200 FEET FROM MY INTENDED LANDING SPOT IN A PASTURE. THE PLANE STALLED IN THE END OF THE TREE LINE AND BACIALLY SPUN LIKE A TETHER BALL AND ENDED IN AN ABRUPT STOP UNSIDE DOWN. I QUICKLY UNFASTENED MY SEAT BEALT AND FELL TO THE ROOF OF THE PLANE. I LOOKED OUTSIDE AN NOTICED FUEL DRIPPING FROM THE FUEL CAP ON THE LEFT WING, WHICH WAS NOW THE PASSENGER SIDE OF THE WING UPSIDE DOWN. I QUICKLY TURNED OFF THE KEY, BATTERY, ALTERNATOR AND NAV LIGHT SWITCH POWERING ADS-B. I PULLED THE EMERGENCY PIN & EXITED THE PLANE TO THE LEFT WHICH WAS THE REAR EMERGENCY WINDOW BEHIND THE FRONT PASenger SEAT. ONCE I CLEARED THE PLANE, A PASSER BY THAT HEARD ALL THE COMMOTION AND CALLED 911 FOR HELP. THE EMTs, FIRE DEPT AND TEXAS HIGHWAY PATROL WERE THERE IN 10 MINUTES. I CALLED MY MECHANIC @ 76F AND ADVISED OF THE

TRAFFIC BELOW ME THAT WAS AT 2000 FEET OPPOSITE DIRECTION. I CONTINUED NORTH TO AVOID ANY DENTON TRAFFIC AND TURNED BACK EAST TO GET ON COURSE TO DESTINATION 76F. REGIONAL HANDED ME OFF ONCE OR TWICE THRU BRAVO AIRSPACE. AT 10 MILES OUT FROM 76F I SAW THE AIRPORT AT 12 O'CLOCK. I ASKED FOR VFR AND SQUAWKED 1200. MY ALTITUDE WAS 2500 AND I STARTED DOWN TO SET UP FOR 1500' PATTERN ALTITUDE FOR 76F. AT ABOUT 1:49 PM OR 28 MINUTES IN FLIGHT AT 2200 FEET THE ENGINE BEGAN TO LOSE POWER. I DID A QUICK SCAN AND SWITCHED MY FUEL TANK TO THE RIGHT SIDE TANK. I QUICKLY LOOKED AT MY AIRSPEED AND MAINTAINED 105 KIAS TO SET UP FOR EMERGENCY LANDING IN A PASTURE OFF TO MY LEFT AT 10-11 O'CLOCK. ALL WAS GOOD UNTIL I PUT MY GEAR DOWN TO LAND AND MY AIRSPEED DISMISHED QUICKLY. THE STALL WARNING HORN WENT OFF. I LANDED SHORT IN SOME TREE TOPS ABOUT 100 TO 200 FEET FROM MY INTENDED LANDING SPOT IN A PASTURE. THE PLANE STALLED IN THE END OF THE TREE LINE AND BACIALLY SPUN LIKE A TETHER BALL AND ENDED IN AN ABRUPT STOP UNSIDE DOWN. I QUICKLY UNFASTENED MY SEAT BEALT AND FELL TO THE ROOF OF THE PLANE. I LOOKED OUTSIDE AN NOTICED FUEL DRIPPING FROM THE FUEL CAP ON THE LEFT WING, WHICH WAS NOW THE PASSENGER SIDE OF THE WING UPSIDE DOWN. I QUICKLY TURNED OFF THE KEY, BATTERY, ALTERNATOR AND NAV LIGHT SWITCH POWERING ADS-B. I PULLED THE EMERGENCY PIN & EXITED THE PLANE TO THE LEFT WHICH WAS THE REAR EMERGENCY WINDOW BEHIND THE FRONT PASSENGER SEAT. ONCE I CLEARED THE PLANE, A PASSER BY THAT HEARD ALL THE COMMOTION AND CALLED 911 FOR HELP. THE EMTs, FIRE DEPT AND TEXAS HIGHWAY PATROL WERE THERE IN 10 MINUTES. I CALLED MY MECHANIC @ 76F AND ADVISED OF THE INCIDENT. HE CAME AND GAVE ME A LIFT TO ROCKWALL AND ANOTHER FRIEND TOOK ME TO JUSTIN 16X TO GET MY TRUCK. THIS ENTIRE INCIDENT TOOK ABOUT ONE MINUTE. I WAS AT 2200 FEET WHEN THIS ALL HAPPENED AND ELEVATION WAS 522 FEET. I AM VERY THANKFUL TO GOD THAT I ENDED UP THIS FORTUNATE.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

SINCE THIS LIFE CHANGING DAY, I WISH I COULD PREACH THE IMPORTANCE TO ANY PILOT IN TRAINING OR BFR CERTIFICATION TO PRACTICE DEAD STICK LANDINGS.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)

Was there Mechanical Malfunction/Failure? ☒ Yes ☐ No
(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

ENGINE LOSS OF POWER ON DESCENT TO 76F, AT 2200 MSL. MAINTAINED 105 KIAS GLIDESPEED TO MAKE SOFTFIELD LANDING IN A NEARBY PASTURE, ONCE I LOWERED THE LANDING GEAR THE AIRSPEED DROPPED TO STALL SPEED. I LANDED SHORT IN THE TOP OF SOME TREES.

**Total Time/Cycles
On Part**

_____ Hours
_____ Cycles

**Time Since This Part
Inspected/Overhauled**

_____ Hours

**FUEL & SERVICES INFORMATION**

Fuel on Board at Last Takeoff
(Convert from pounds, as necessary)

28-30 Gallons

Fuel Type

☐ 80/87 ☐ 115/145 ☐ Jet B ☐ Other, specify _____
☒ 100 Low Lead ☐ Jet A ☐ JP8
☐ 100/130 ☐ Jet A-1 ☐ Automotive

Other Services, if Any, Prior to Departure

Added one quart of Aero Shell 100 oil.

EVACUATION OF AIRCRAFT

Was an emergency evacuation of the aircraft performed? ☒ Yes ☐ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

REMOVED EMERGENCY PIN IN REAR WINDOW BEHIND FRONT CO-PILOT SEAT AND I (RICHARD HINTON) ONE PERSON EXITED THE PLANE.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)**Aircraft Registration Number****Manufacturer:** _____**Model:** _____**Damage to Other Aircraft**

☐ Destroyed ☐ Minor
☐ Substantial ☐ None

Registered Owner of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

I NOW HAVE 4 LOG BOOKS SINCE STARTING MY FLYING IN 1981. I HAVE 2 LOG BOOKS THAT WERE FULL AND THEY WERE TURNED OVER TO CURTIS ANTHONY WITH FAA. I CANNOT FIND MY #3 LOG BOOK. I MOVED TO THIS HOME IN 7/2007. THIS #3 LOG BOOK IS HERE AT MY HOME PUT UP SOME WHERE. I SPECIFICALLY PUT IT UP BECAUSE IT STILL HAD PAGES TO USE AND MY CUMMULATIVE TIME. I HAVE BEEN UNSUCCESSFUL IN FINDING IT! I FOUND AN OLD LOG BOOK UNUSED THAT WAS GIVEN TO MY SON MICHAEL HINTON. I HAVE USED THIS ONE FOR LOGGING TIME SINCE PURCHASING N3958A.

BACK IN THE LATE 80'S I OWNED N214DR FOR ABOUT THREE YEARS, THIS IS WHERE I GAINED MY LOVE AND TIME IN THE BONANZA VTAIL. I DID THE N # CHANGE ON THIS PLANE FROM N926PA TO N214DR.
I SUBMITTED 1500 HRS, 300 HRS IN MAKE & MODEL AND 400 HRS RG. MY FATHER DELANEY HINTON OWNED TWO CESSNA 210s THAT I WOULD FLY OR DUAL WITH HIM.

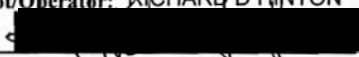
MY COUSIN-N-LAW SCOTT SCHUESSLER PURCHASED A BONANZA N98PS IN NC FROM CAROLINA AIRCRAFT ON 6/28/2020. I FLEW WITH HIM COMMERCIAL TO GO LOOK AND PURCHASE THIS PLANE. I SHADOWED SCOTT AND MIKE BOONE THE INSTRUCTOR FOR TWO DAYS OF GROUND SCHOOL AND FLYING, LANDINGS & MANVERS IN THE BONANZA SCHOOL OFFERED WITH THE PURCHASE. I DID NOT HAVE MY CURRENT MEDICAL OR LOG BOOK SO NO ENDOREMENT WAS DONE. I DID ASSIST IN FEERING N98PS BACK TO F22 FROM PIEDMONT TRIAD @ KGSO ON 6/26/2020.

ONCE I PURCHASED N3958A, I PLANNED TO CONVERT ALL DATA FROM MY #4 TEMPORARY LOG BOOK BACK TO #3 LOG BOOK. (STILL ON THE HUNT FOR THIS AT MY HOME)

NOT MENTIONED ABOVE IS I HAVE A BASIC MEDICAL FROM DR ROBERT SPARKS, DONE ON 8/13/2020.
I AM ALSO AN AOPA MEMBER, ABS MEMBER, HAVE FOREFLIGHT APP FOR IPAD, AND JUST UPDATED MY GARMIN 530W DATA CARDS WITH THE UPDATE FOR SEPT 2020 WITH AN ANNUAL SUBSCRIPTION.

NOT SURE IF AIRPORT INFORMATION WAS COMPLETED CORRECTLY. THAT WAS MY INTENDED DESTINATION.
I DID NOT MAKE THAT POINT.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report 10/08/2020 mm/dd/yyyy	Name of Pilot/Operator: RICHARD D HINTON Signature:  -- or -- ☐ Check here to electronically sign this document
--	---

If a Person Other than Pilot/Operator is Filing Report

Name: _____	Title: _____
Signature: _____	
-- or -- ☐ Check here to electronically sign this document	

FOR NTSB USE ONLY

NTSB Accident/Incident No. CEN20LA420	Reviewed by NTSB Regional Office Denver, CO	Name of Investigator Edward Malinowski	Date Report Received 10/8/2020
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