

"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: <u>William</u> Middle Initial: <u>N</u> Last Name: <u>Perkin</u> City of Residence: <u>Ozark</u> State: <u>MO</u> ZIP: <u>65721</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>58</u> Date of Birth: <u>1956</u> 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) <i>(Check all that apply)</i> ☐ 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 <u>09/03/2013</u> 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 wear corrective lenses			Medical Certificate Special Issuance																																																																																													
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>10/22/2014</u> mm/dd/yyyy				Flight Review Aircraft Make: <u>Piper</u> Model: <u>Saratoga</u>																																																																																																
Airplane Rating(s) <i>(Check all that apply)</i> ☐ None ☒ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea		Other Aircraft Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airship ☐ Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift		Instrument Rating(s) <i>(Check all that apply)</i> ☐ None ☒ Airplane ☐ Helicopter ☐ Powered Lift		Instructor Rating(s) <i>(Check all that apply)</i> ☒ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																														
Type Ratings						Student Endorsements <i>(Include dates)</i>																																																																																														
<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding: 5px;">Flight Time <i>(Enter appropriate number of hours in each box)</i></th> <th rowspan="2" style="padding: 5px;">All Aircraft</th> <th rowspan="2" style="padding: 5px;">This Make & Model</th> <th rowspan="2" style="padding: 5px;">Airplane Single Engine</th> <th rowspan="2" style="padding: 5px;">Airplane Multiengine</th> <th rowspan="2" style="padding: 5px;">Night</th> <th colspan="2" style="padding: 5px;">Instrument</th> <th rowspan="2" style="padding: 5px;">Rotorcraft</th> <th rowspan="2" style="padding: 5px;">Glider</th> <th rowspan="2" style="padding: 5px;">Lighter Than Air</th> </tr> <tr> <th style="padding: 5px;">Actual</th> <th style="padding: 5px;">Simulated</th> </tr> </thead> <tbody> <tr> <td style="text-align: left; padding: 5px;">Total Time</td> <td>1,350</td> <td>18</td> <td>1,350</td> <td></td> <td>300</td> <td>250</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Pilot in Command (PIC)</td> <td>1,350</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Time as Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left; padding: 5px;">This Make/Model</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 90 Days</td> <td>30</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 30 Days</td> <td>15</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 24 Hours</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>											Flight Time <i>(Enter appropriate number of hours in each box)</i>	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	1,350	18	1,350		300	250					Pilot in Command (PIC)	1,350										Time as Instructor											This Make/Model											Last 90 Days	30										Last 30 Days	15										Last 24 Hours	2									
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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 <i>(Use additional sheet if necessary)</i> 		
NARRATIVE HISTORY OF FLIGHT <i>(Please type or print in ink)</i> 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 and location, services obtained, and intended destination. Provide as much detail as possible. On Dec.12 I got a weather briefing and filed my IFR plan (all filed through ForeFlight) from LXT to 3DW as we had made the same trip almost ever week for months. We planned to take off at 4pm for the 47 minute flight at 5,000 feet and expected weather to be 1800 ft overcast upon arrival. When we were handed off to Springfield approach, I was told to expect a visual approach in to downtown (3DW). While still a ways out, approach said they were going to vector us around to 3DW, not something they normally did, but I assumed it was for traffic. They brought us down to 3,000, vectored us east of the airport, then back north. Approach said we could now go direct to 3DW and to let them know when I had a visual. Turned toward airport, still at 3,000, but was still in and out of clouds. They couldn't let us below 3,000 unless we canceled IFR, but I didn't have clear enough visual to cancel. I requested the 14 ILS at Regional airport (SGF) and told them when we got lower, if visibility was better, then I would cancel and divert to 3DW. We were vectored around, successfully flew the ILS and when we dropped to 2,500 feet visibility was good. I called the tower and said we were clear and diverting to 3DW. We canceled IFR and headed across town. I have flown this path many times and knew to be aware of the KWFC radio tower on the track to 3DW. I spotted the radio tower and its red beacon and noticed I was at 1850 feet, I thought the tower was 1700+ so I knew I was lower than I usually prefer for that spot, but we were south of the tower. Then, none of us saw the cell tower until a second before we hit it. We took the hit and the engine started running rough and it was harder to control the plane. I thought even with the rough engine we may still be able to make the airport, but within seconds, the engine died. Knowing we didn't have enough altitude to try a restart, I immediately was looking for a landing spot away from houses or buildings. I saw a dark area and headed for it trying to keep the plane flying and level as long as possible. The first trees slowed us down, then apparently we clipped off a tree and that brought us to the ground. After everything stopped, I switched off the fuel and turned off the battery master. Immediately shouted to each passenger...I could see the two in the back we already walking away from the plane and other person in the front was trapped but responding. We all truly feel God's grace and protection is what allowed us to come out of this alive. 		

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ADDITIONAL INFORMATION (Please type or print in ink)

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

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

Date of this Report <u>12/28/2014</u> mm/dd/yyyy	Name of Pilot/Operator: <u>William N Perkin</u> 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. CEN15LA077	Reviewed by NTSB Regional Office NTSB - Central Region	Name of Investigator Thomas J. Latson, Jr.	Date Report Received December 29, 2014
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