

From: Amy Ford
Sent: Friday, December 19, 2014 11:12 AM
To: Latson Tom NTSB
Subject: Integrity Plane Accident Friday 12/12/14

Tom

It is my understanding you are requesting a statement of the events which occurred last Friday.

We were attempting to land at the downtown airport but it is my understanding due to low clouds/fog we requested approach into Springfield airport. Once we were given clearance to land and lower our altitude we then had a more clear view. (Please keep in mind I am not educated on aviation 😊 So if what I am describing is not accurate please forgive me 😊).

Our landing which was to take place at Springfield was then cancelled and we were given clearance to land at Regional so we were making our way to Regional when there was a loud bang and shifting of the plane. It was at that moment while I did not know what we hit or what had happened I knew something was wrong. For a brief moment I had thoughts we would be able to make it to the airport as I had seen the runway prior to the incident described above. Within just a few seconds the plane lost power and it was then I realized we would not make it to the airport and we would be going down.

During those moments we were waiting for impact it was a very quiet and almost peaceful time. It was at this time I was able to process life, my family and kids as well as thoughts of if we survive the impact the chances of the plane catching on fire raced through my mind. No words were spoken but all passengers sat quietly waiting to see what was next. It was not long until we started hitting what I later learned were tops of trees and within seconds we experienced a violent impact which I also later learned was a tree and immediately the ground.

After the initial violent impact there was a sense of almost a swirling motion and the plane suddenly came to a stop. We all asked if everyone was OK and Paul and myself exited the plane. Greg and Bill were unable to remove themselves and had to wait for rescue crews to arrive.

If there is additional information I can provide or additional questions I can answer please let me know.

Amy Ford, RN
Executive Director
Integrity Hospice and Palliative Care

From: Paul Reinert

Sent: Sunday, December 21, 2014 9:47 AM

To: Latson Tom NTSB

Subject: RE: NTSB Request for completion of a Pilot/Operator Aircraft Accident/Incident Report - NTSB Form 6120.1 N3127R

Tom, As requested, I have completed my personal statement and have pasted it below. Please let me know if any additional information is needed.

This is a recap of my recollection of the flight on N3127R on December 12, 2014.

- I was seated directly behind pilot Bill Perkin in the last row, forward facing. We all had headphones and I recall hearing Bill's conversation with ATC while we were holding on the taxiway in Lee's Summit. We were authorized to take off at 4:23pm, cancel if not off by 4:33.
- When we approached Springfield, we descended for a visual approach to 3DW, but Bill was not comfortable with the visibility and requested to go to Springfield Regional for an instrument approach. I knew from prior flights that we could possibly divert to 3DW if we had good visibility at sufficient altitude on the approach. It was very clear visibility once we were out of the clouds and Bill requested to divert and received approval.
- It was smooth and clear coming across the city.
- At some point, the plane jolted and we obviously struck something. I could see out my window that the wing was damaged and that something was blowing off the back of the wing. The engine sounded different but we appeared to continue to fly without perceptible loss in altitude. I knew we were not far from the runway and hoped we could make it there. Within perhaps 30 seconds, the engine sputtered and died. At that point it was clear to me we were going to go down.
- The actual impact sensation and recollections are first loud noise like something brushing/scraping followed by violent rotation. I felt my neck and shoulders strain as they were swung around. Within moments we were not moving and on the ground. Amy was able to lunge toward me and I comforted her as Bill and Greg indicated that they were OK, although they couldn't move. Amy noticed the door next to me was ajar and she exited. I undid my seatbelt and tried to exit but found I was constrained by the wires of the headset. I soon exited and walked perhaps 20 feet where Amy and I confirmed to each other that we were OK. I returned briefly to the plane to find my cell phone and check again on Bill and Greg who confirmed they were OK.
- It seemed that within a short time first responders began arriving.

Paul Reinert