

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

3

OWNER/OPERATOR INFORMATION

Registered Aircraft Owner

Name: Wellesley and Dana Williamson

Fractional Ownership Aircraft: ☐ Yes ☒ No

Owner Address

City: Lee's Summit

State: MO ZIP: 64064

Country: USA

Operator of Aircraft

☐ Same As Registered Owner

Name: Roland R Giron

Doing Business As:

Air Carrier/Operator Designator (4 Character Code):

Operator Address

☐ Same As Registered Owner

City: Alpine

State: CA ZIP: 91901

Country: USA

Regulation Flight Conducted Under

- ☒ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type)
☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local
☐ FAR 121 ☐ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown
☐ FAR 125 ☐ FAR 137 ☐ Armed Forces

Revenue Sightseeing Flight

☐ Yes ☒ No

Air Medical Flight

☐ Yes ☒ No

Purpose of Flight

for FAR 91, 103, 133, 137 (Select one)

- ☒ Personal
☐ Business
☐ Executive/Corporate
☐ Other Work Use
☐ Instructional
☐ Ferry
☐ Positioning
☐ Aerial Application
☐ Aerial Observation
☐ Air Drop
☐ Air Race / Show
☐ Flight Test
☐ Public Use
☐ Unknown

Revenue Operation

for FAR 121, 125, 129, 135 (Select one)

- ☐ Scheduled or Commuter
☐ Non-Scheduled or Air Taxi

Domestic or International

☐ Domestic ☐ International

Cargo Operation

- ☐ Passenger/Cargo
☐ Passenger _____ How many?
☐ Cargo _____ lbs
☐ Mail

Type of Commercial Operating Certificate Held

(Check all that apply)

- ☐ None
☐ Flag Carrier Operating Certificate (121)
☐ Supplemental
☐ Air Cargo
☐ Foreign Air Carriers (129)
☐ Commuter Air Carrier (135)
☐ On-Demand Air Taxi (135)
☐ Large Helicopter (127)
☐ Rotorcraft External Load (133)
☐ - or -
☐ Agricultural Aircraft (137)
☐ Other Operator of Large Aircraft

187.101 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

First Name: _____

City: _____

Middle Initial: _____

State: _____ ZIP: _____

Last Name: _____

Country: _____

Pilot of Other Aircraft

First Name: _____

City: _____

Middle Initial: _____

State: _____ ZIP: _____

Last Name: _____

Country: _____

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

Was there Mechanical Malfunction/Failure? ☒ Yes ☐ No ☐ Unknown

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

#4 Cylinder which was installed 3 days prior the flight exploded after 2.2 Hrs of flight time.

Pilot was not aware of time on cylinder since its installation was not in the copy of the logs received prior. Pilot did not have access to log books until an hour prior departure. The entry is in the was noted in the physical log book, not in the electronic copy.

Explosion damaged nose landing gear, which appeared to be deployed causing additional drag. Gear in transit warning light came on.

Total Time/Cycles On Part

2 Hours

1 Cycles

Time Since This Part Inspected/Overhauled

3 Hours

187.103 DAMAGE TO AIRCRAFT AND OTHER PROPERTY

Aircraft Damage

- ☐ None ☒ Substantial
☐ Minor ☐ Destroyed

Aircraft Fire

- ☐ None ☐ Both Ground and In-Flight
☐ In-Flight ☒ Unknown Origin
☐ On-Ground

Aircraft Explosion

- ☐ None ☐ Both Ground and In-Flight
☒ In-Flight ☐ Unknown Origin
☐ On-Ground

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

See attached.

7-1 (2011) INFORMATION (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)

Airport Identifier: NS63 **Distance From Airport Center:** 2 SM
Airport Name: Ballard (Pvt) **Direction From Airport:** 270 degrees MAG
Proximity to Airport ☒ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip **Airport Elevation:** 2,165 ft. MSL

Approach Segment (Select one)

☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)

IFR Approach (Check all that apply)

☐ None ☐ PAR ☐ MLS ☐ Practice
☐ ADF/NDB ☐ Sideslip ☐ LDA ☐ GPS
☐ SDF ☐ ILS ☐ ASR ☐ Loran
☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown
☐ VOR/DME ☐ LOC-back course ☐ Contact
☐ TACAN ☐ RNAV ☐ Circling

VFR Approach (Check all that apply)

☐ None ☐ Stop and Go
☐ Traffic Pattern ☐ Touch and Go
☐ Straight-In ☐ Simulated Forced Landing
☐ Valley/Terrain Following ☐ Forced Landing
☐ Go Around ☐ Precautionary Landing
☐ Full Stop ☐ Unknown

Runway Information

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft

Runway/Landing Surface (Check all that apply)

☒ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown
☒ Dirt ☐ Ice ☐ Snow

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 ☐ Unknown
☐ Slush Covered ☐ Vegetation

7-2 (2011) ITINERARY INFORMATION

Last Departure Point Airport ID: <u>3GV</u> City: <u>East Kansas City</u> State: <u>MO</u> Country: <u>USA</u>	Time of Departure Time: <u>2118</u> Time Zone: <u>CT</u>	Destination Airport ID: <u>DHT</u> City: <u>Dalhart</u> State: <u>TX</u> Country: <u>USA</u>	Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No
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Type of ATC Clearance/Service (Check all that apply)

☐ None ☐ Special VFR ☐ Special IFR ☒ VFR Flight Following ☐ Cruise
☒ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA

Airspace where the accident/incident occurred (Check all that apply)

☐ Class A ☒ Class E ☐ Prohibited Area ☐ Jet Training Area ☐ Special
☐ Class B ☒ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area
☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown
☐ Class D ☐ Warning Area ☐ Airport Advisory Area

Aircraft Load Description (Check all that apply)

☒ None ☐ Towing Glider ☐ Parachutists ☐ Livestock
☐ Passengers ☐ Towing Banner ☐ Water ☐ Unknown
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds

7-3 (2011) FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff (convert from pounds, as necessary) <u>48</u> Gallons	Fuel Type ☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify _____ ☒ 100 Low Lead ☐ Jet A ☐ JP4 ☐ 100/130 ☐ Automotive ☐ JP5
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Other Services, if Any, Prior to Departure

OPERATION AT THE ACCIDENT/INCIDENT SITE			
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 Main door			
Weather Observation Facility Facility ID: <u>KPTT</u> Observation Time: <u>0535</u> Time Zone: <u>UTC</u> Distance from Accident Site: <u>14</u> NM Direction from Accident Site: <u>090</u> degrees MAG		Source of Weather Information <i>(Check all that apply)</i> ☐ National Weather Service ☐ Flight Service Station ☐ TV/Radio ☐ Automated Report ☐ Commercial Weather Service (DUATS) ☐ Company ☐ Military ☒ Internet ☐ Unknown	
Briefing Type/Completeness ☐ Full ☐ Partial / Limited By Pilot ☐ Partial / Limited By Briefer ☐ Abbreviated ☐ Unknown ☒ Not Pertinent		Light Condition ☐ Dawn ☐ Day ☐ Dusk ☒ Night ☐ Dark Night ☐ Bright Night ☐ Not Reported	
Sky/Lowest Cloud Condition ☒ Clear ☐ Few ☐ Partial Obscuration ☐ Scattered ☐ Thin Broken ☐ Thin Overcast ☐ Unknown		Ceiling ☒ None (clear) ☐ Broken ☐ Overcast ☐ Obscured ☐ Indefinite ☐ Unknown	
Lowest Cloud Condition Height <u> </u> ft AGL		Ceiling Height <u> </u> ft AGL	
Wind Direction ☒ Indicated: <u>230</u> degrees MAG ☐ Variable		Wind Speed Velocity: <u>6</u> KTS -or- ☐ Calm ☐ Light and Variable	
Wind Gusts Velocity: <u> </u> KTS ☐ Gusting ☐ Not Gusting		Restriction to Visibility <i>(Check all that apply)</i> ☒ None ☐ Blowing Dust ☐ Blowing Sand ☐ Blowing Snow ☐ Blowing Spray ☐ Dust ☐ Fog ☐ Ground Fog ☐ Haze ☐ Ice Fog ☐ Smoke ☐ Unknown	
NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident N/A		Type of Turbulence <i>(Check all that apply)</i> ☒ None ☐ Clear Air ☐ In Clouds ☐ Vicinity of Thunderstorm Severity of Turbulence ☐ Extreme ☐ Severe ☐ Moderate ☐ Moderate Chop ☐ Light	
Temperature: <u>1</u> (C) or <u> </u> (F) Altimeter Setting: <u>30.21</u> in. HG or <u> </u> MB Density Altitude: <u> </u> ft Dew Point: <u> </u> (C) or <u> </u> (F)		Icing Forecast Amount ☒ None ☐ Moderate ☐ Trace ☐ Severe ☐ Light Type ☐ Rime ☐ Clear ☐ Mixed	
		Icing Actual Amount ☒ None ☐ Moderate ☐ Trace ☐ Severe ☐ Light Type ☐ Rime ☐ Clear ☐ Mixed	
		Type of Precipitation <i>(Check all that apply)</i> ☒ None ☐ Rain ☐ Snow ☐ Hail ☐ Rain Showers ☐ Freezing Rain ☐ Snow Shower ☐ Drizzle ☐ Ice Pellets ☐ Snow Pellets ☐ Snow Grains ☐ Ice Crystals ☐ Ice Pellets Shower ☐ Freezing Drizzle	
		Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy	

12101-A INFORMATION

Pilot "A" Responsibilities at the Time of Accident/Incident

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

Pilot "A" Identification

First Name: Roland City: Alpine
 Middle Initial: R State: CA ZIP: 91901
 Last Name: Giron Country: USA

Age at time of Accident/Incident: 39 Date of Birth: mm dd yyyy Certificate Number: mm dd yyyy

Degree of Injury ☐ None ☐ Fatal ☒ Minor ☐ Unknown ☐ Serious	Seat Occupied ☒ Left ☐ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single	Seat Belt Used ☒ Yes ☐ No Available ☒ Yes ☐ No	Shoulder Harness Used ☐ Yes ☒ No Available ☐ Yes ☒ No
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Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☒ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

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 ☐ With limitations/waivers ☐ Unknown	Date of Last Medical <u>09/21/2012</u> mm dd yyyy
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Medical Certificate Limitations

None

Medical Certificate Waivers

None

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

09/14/13

mm dd yyyy

Flight Review Aircraft

Make: Cessna

Model: 152

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 ☐ Free 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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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	183	2	183	0	35	1	43	0	0	0
Pilot in Command (PIC)	102	2	183	0	30	1	40	0	0	0
Time as Instructor	0	0	0	0	0	0	0	0	0	0
This Make/Model					2	0	0			
Last 90 Days	11	0	11	0	10	0	4	0	0	0
Last 30 Days	5	0	5	0	5	0	3	0	0	0
Last 24 Hours	2	2	2	0	2	0	0	0	0	0

PILOT INFORMATION

Pilot "B" Responsibilities at the Time of Accident/Incident

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

Pilot "B" Identification

First Name: _____ City: _____
 Middle Initial: _____ State: _____ ZIP: _____
 Last Name: _____ Country: _____

Age at time of Accident/Incident: _____ Date of Birth: _____ Certificate Number: _____
 mm dd yyyy

Degree of Injury

☐ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

Seat Occupied

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

Seat Belt

Used ☐ Yes ☐ No
 Available ☐ Yes ☐ No

Shoulder Harness

Used ☐ Yes ☐ No
 Available ☐ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None
 ☐ Student
 ☐ Recreational
 ☐ Commercial
 ☐ Flight Engineer
 ☐ Foreign
☐ Private
 ☐ Flight Instructor
 ☐ Sport
 ☐ Airline Transport
 ☐ U.S. Military

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
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

mm dd yyyy

Medical Certificate Limitations

Medical Certificate Waivers

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
☐ Free 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
 ☐ Instrument Airplane
☐ Airplane Single-Engine
 ☐ Instrument Helicopter
☐ Airplane Multi-Engine
 ☐ Helicopter
☐ Gyroplane
 ☐ Glider
☐ Powered Lift
 ☐ 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										
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Pilot Name and Address				Degree of Injury
First Name: _____	City: _____			☐ None ☐ Fatal
Middle Initial: _____	State: _____ ZIP _____			☐ Minor ☐ Unknown
Last Name: _____	Country: _____			☐ Serious
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military				Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs		

Pilot Name and Address				Degree of Injury
First Name: _____	City: _____			☐ None ☐ Fatal
Middle Initial: _____	State: _____ ZIP _____			☐ Minor ☐ Unknown
Last Name: _____	Country: _____			☐ Serious
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military				Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs		

Pilot Name and Address				Degree of Injury
First Name: _____	City: _____			☐ None ☐ Fatal
Middle Initial: _____	State: _____ ZIP _____			☐ Minor ☐ Unknown
Last Name: _____	Country: _____			☐ Serious
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military				Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No		Total Flight Time at the Time of this Accident/Incident: _____ hrs		

Name and Address				Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
First Name: Justin	City: El Cajon			RH	☐	☒	☐	☐	☐	☐	☐	☐	☒	☐
Middle Initial: L	State: CA ZIP _____	Country: USA			☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Last Name: Carver					☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____	City: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____	State: _____ ZIP _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Last Name: _____	Country: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____	City: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____	State: _____ ZIP _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Last Name: _____	Country: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____	City: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____	State: _____ ZIP _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Last Name: _____	Country: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____	City: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Middle Initial: _____	State: _____ ZIP _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Last Name: _____	Country: _____				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

PILOT (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 time and point of departure, intended destination, and services obtained.

On January 6th, 2015 I received a scanned copy of all the aircraft's logs from the current owner, Mr. Wesley C. Williamson. He said the reason he was selling the aircraft was that he just had purchased a Piper Lance. They were inspected by Mr. Carver and recommended an on-site condition inspection. I informed Mr. Williamson the following week we would do such inspection within a month due to schedule conflicts in my part. He agreed and a purchase agreement was drafted by Kelsey Law Group from Ann Arbor, MI.

We arrived at the East-Kansas City Airport, MO (3GV) late morning and got authorization from Mr. Williamson to inspect the airplane. The mechanic who usually works on the plane arrive shortly after, then left probably 45 minutes after. His name is Al Latham. He mentioned the airplane had been flown to a nearby airport to have the operating system updated on the GNS430WAAS unit the day before. I asked what were the chief complains and if there was anything else I needed to know about the aircraft and he said the only thing was the gear transit light would intermittently flicker when taxiing and turning too fast. When my mechanic said to Mr. Latham that it seemed the cylinder was changed recently, maybe 4-5 flight hours ago, he agreed that statement was correct, but in reality, it had been less than 0.4 flight hours.

Later in the afternoon we met with Mr. Williamson and showed me the work order for the update of the GPS system. Since we didn't have the appropriate jacks to test the landing gear system, Mr. Williamson said we could do a test flight but the aircraft only had 5 Gallons remaining on the fuel so he took us for one take-off and landing, cycling the landing gear 2-3 times in the air. He was pilot-in-command at all times.

After landing, both Mr. Williamson and Mr. Latham said we shouldn't fly at night even though the weather forecast was clear skies. We felt we weren't being told the whole truth but we had no supporting evidence to back-up our instincts. We continued with the business transaction, which extended until 1900 lcl (0100 UTC). Mr. Williamson held onto all the logs until he had received the cashier's check deposit, then he proceeded to show me the aircraft Logbook with the GPS update then gave me all the rest of the logbooks and maintenance records in a bag. He emphasized the fact the aircraft was technically his until Tuesday and that we will be flying under his insurance and the completion of the purchase, with the Bill of Sale and Registration Application to be filed, on Tuesday, February 17, 2015.

At 2118 lcl (0318 UTC) we took off from 3GV and about 1500' AGL we switched from CTAF to Kansas City Approach Control and requested Flight Following to KDHT (Daihart Municipal airport) at a cruise altitude of 8,500'. After 2.2 hrs. of flight and approximately 12 miles west of KPTT we were flying without the autopilot engaged and under the control of Kansas center when we heard a pop and experienced a severe vibration for about 5 seconds and the engine rapidly lost power. After five seconds or so an explosion occurred which made us decelerate much rapidly that the nose pointed down and the ELT activated itself immediately. The gear transit light came on but the gear green lights did not come on. The electrical system continued to function properly.

We started to lose altitude quickly, we estimated between 2500' and 3000' per minute. The engine instruments showed no power, we attempted to re-start without success while setting the aircraft for best glide. We turned northbound because we saw the red lights of the wind mills to the WSW from our position and no lights to the north. When we turned we were 14.4 miles from KPTT. Since the winds were roughly from WNW at 40 kts we increased our airspeed. We called Mayday twice but could not hear any response since the ELT was in our headset and could not hear each other. We decided to set the transponder to 7700 and take one side of our headsets off to stop hearing the loud ELT alarm and find a place to land while still be able to hear each other.

...see ADDITIONAL INFORMATION below...

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

Operator/Owner Safety Recommendation

The cylinder installed three days prior is what failed. All we know is that it was made out of different material than the others, it was a "chrome" cylinder. A two-hour break-in period should have been performed by the owner or the mechanic who installed the new cylinder prior the delivery of the aircraft. If there is a special break-in procedure by the manufacturer, the PIC should have been notified of such procedure.

ADDITIONAL INFORMATION *(Please type or print in ink)*

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

We saw a few straight white lights heading eastbound and very few red lights heading westbound and we determined it was straight road with less traffic heading westbound. We lined up with the road flashing our landing light and increased our angle of descend to reduce the chances of hitting power lines; at the same time put the landing gear down. At that point we knew the engine was not coming back online so we cut off the mixture and set the throttle to idle and changed the fuel selector to the off position and took the ignition keys off the switch. Only the main gear greens lights were on but not the nose gear, we performed an emergency gear extension procedure to see if the nose gear light will come green but did not.

At about 100' AGL we realized there was only one lane in each direction so we level off with the main gears lined up with the shoulder so the left wing will not collide with the semi-trucks heading eastbound. We level off at around 110 mph with no flaps and proceed to touch down around 75 mph holding the nose gear up and staying away from incoming traffic.

We gently lower the nose to feel if the nose gear was locked and it did not feel it did, so we continue to bleed speed by keeping the nose up when we notice an orange metal highway marking coming up. We felt we were going to hit it with the tip of the right wing but there was no room to maneuver left since there was still more incoming traffic so we tried to maneuver to the right but still hit it.

We don't know exactly which part of the aircraft impacted the metal pole, all we felt was a spin clockwise about 90 degrees and hit a culvert with the belly and collapsed the left main gear. We bounced up in the air, went over a ditch and came to rest on the left front side of the aircraft roughly 50 feet from highway 54.

Upon stopping we immediately exited the aircraft and a bystander had already called 911. Shortly after local law enforcement arrived, we didn't feel the need to request the presence of an ambulance. They asked us if the aircraft was leaking fuel but we didn't smell any fuel. Therefore we answered no and the fire department did not arrive. Local enforcement secured the aircraft until the morning. With the assistance of a towing company the aircraft was moved 1.5 miles east to NS63 (Haviland) airport. It was secured inside the hangar and keys were left with Mr. Robert Ellis, the local airport manager. We feel the people of Greensburg, KS provided an outstanding assistance to our situation.

I, the undersigned, certify that the above information is complete and accurate to the best of my knowledge

Date of this Report

03/01/2015

mm dd yyyy

Signature and Name of Pilot/Operator

Signature: _____

Type or Print Name: Roland R. Giron

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: _____

Title: _____

NTSB Accident/Incident No.
CEN15LA146**Reviewed by NTSB Regional Office**
Denver, CO**Name of Investigator**
Edward Malinowski**Date Report Received**
3/2/15