



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Pilot-Rated Passenger
Statement
CEN16LA064
Sulphur Louisiana
November 24 2015

The pilot-rated passenger provided the following information:

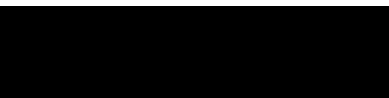
I was rear seat occupant of N5312G with Bruce Beard as PIC and flying pilot. We departed 52LA around 2 pm and flew in the immediate area about 5 minutes and then proceeded to KUXL, flying south of KLCH under flight follow of LCH approach control. We entered the left traffic pattern of KUXL and flew two full patterns, performing a touch and go on each. The flight so far was uneventful with the airplane performing normally. At all times Bruce was the flying pilot.

Upon completion of the second touch and go we were established in the climb for another pattern and turned left to a crosswind leg. The climb appeared normal with the engine at full power. While established in the left turn there was a sudden power loss - there was no extraneous noise, no hesitation, and no sensation of power wind down. The bank increased momentarily, and a slow roll out began immediately. I observed that the three engine levers were full forward. Then I saw the approaching bushes and ground, the nose of the plane started to come up followed by the noise of ground contact. I am not sure how the plane changed direction upon ground contact. The next I know, we were facing west, the plane was resting on the right wing and we were in flooded terrain.

Next, I called Bruce, who did not respond, disconnected my safety belt and shoulder straps, reached behind me, removed the plexiglass of the rear and exited the plane to the back. Then crawled around the right side of the engine and under the wing, reached Bruce and unbuckled his belt and shoulder straps, removed the remains of the door and some bent metal around the door space. There was light smoke from the compartment behind the rear seat, no fire. Bruce then started to respond and, with help, was able to exit the cabin and walk to the taxiway area. We were both helped to exit the plane wreck area to this taxiway where the ambulance crews took over.

My information: Frank W. Lopez
Certificate [REDACTED]
ATP SEL, Commercial MEL
CFI with Instrument and multiengine
Time in C305 0 hours
Last 90 days 35 hours

Alexander Lemishko



Senior Air Safety Investigator
NTSB
Central Region Aviation