

Report of Daniel Stammen's involvement
for the crash of N5PF on 12/27/15

To whom it concerns,

The following is my, Daniel Stammen, involvement with the accident involving N5PF on the evening of 12/27/15 at the corner of Aliceton Dr. & Ceaser Rd. near Pipersville Wisconsin.

I was contacted by a friend in regards to the possible aircraft accident at the above location. I then called my Shop Manager Wisconsin Aviation, Kevin Fenske and he confirmed the report and asked if I would report to the crash site and report to the owner of Wisconsin Aviation, Jeff Baum. I did so at approx. 6:15 p.m. and once on the scene was asked to go to the aircraft & secure it per disconnecting the main battery, the #2 batteries and cutting the parachute from the aircraft to keep any further damage from occurring if the Chute was to inflate with prevailing winds.

I approached the aircraft accompanied with a female Jefferson County Sheriff Deputy of whom I did not get the name of. I proceeded to isolate the batteries and the Chute. I had to remove the fasteners that held the right rear corner of the engine cowl to gain access to the main battery. I lifted the cowl only high enough to reach the Negative battery cable, disconnected it and pushed it down under the battery tray and then closed the cowl. I then moved to the access panel located on the right side of the tail section and removed it to gain access to the #2 battery box. I disconnected the #2 batteries per the cannon plug on top of the battery box. I then reinstalled the access panel with only a couple of screws. I then with the help of Jeff Baum cut the parachute loose from the aircraft, balled up the parachute and dragged it out of the field and placed into the backseat of a Jefferson Squad car. I then proceeded home.

I returned to the crash site the next morning at approx. 6 a.m. and contacted Ron from the FAA to get permission to remove the MFD from the aircraft which was exposed to the elements. My reasons for removing the MFD is it contained all the engine data from previous flights including the flight ending with a crash, was due to a winter weather warning that was in effect and was rapidly moving into the area. Ron from the FAA contacted the Jefferson County Sheriffs dispatch which then gave authorization to the Sheriff on the scene to escort me to the aircraft to retrieve the MFD. The sheriff and I walked out to the plane together and retrieved the MFD. I then turned over the MFD to the Sheriff and left the scene.

I later reported back to the crash site with Kevin Fenske and Bobby Wangler look over the aircraft and determine if it had fuel, which we took pictures & videos. The fuel selector was noted to be in the right tank position and fuel in the right tank appeared to be present in the right fuel hopper only. The right main tank appeared to be dry. The left tank was noted to be filled to the tabs (approx. 23 gals). Also noted the gasolator located on the engine side of the fire wall was empty. We then looked to see if we

could lift the aircraft and noted the left wing rear mount was broken and the fuselage from just forward of the cabin doors was nearly completely separate from the fuselage with only wires, cables and fuel line connecting the two halves.

We then proceeded to secure the aircraft to the ground due to forecasted wind gusts from the Winter Weather Storm to be near 45 mph. We also met with personnel from Jerry Hepp Excavating to make plans on how to remove the aircraft which we determined we would do after the winter storm had passed.

Once the weather had passed I proceeded to remove the front section from the fuselage by cutting the flight control cables, wire bundles and disconnecting the fuel lines (vapor return & engine fuel supply line) from the fuel selector. No fuel was noted to be in the fuel selector and the handle was bent that connected the fuel valve to the selector handle. I removed as much as I could from around the fuel selector to gain access to the valve and move it to the off position in an attempt to keep any remaining fuel onboard the aircraft during transport back to the airport. The valve handle was bent however it did turn. The fuel gauge itself was near the damaged area of the center console and I do believe it was damaged however it was further damaged during the separation of the fuselage and front portion of the fuselage.

During the removal of the aircraft from the crash site we elected to cut the tail off the fuselage just aft of the wings. We separated the fuselage and tail with the use of reciprocating saws, removed the cabin section first, engine section second and finally the tail section along with all the miscellaneous small broken pieces. The aircraft was then placed in the main hanger at Watertown Airport for further inspection by the proper interested parties.

These are my accounts to my involvement with the accident of N5PF on 12/27/15.

Daniel Stammen