



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Pilot Statement
CEN17LA097
Ozark Missouri
January 26 2017

On 1/26/2017, I was pilot in command of N4213B receiving dual instruction to complete 10 hours to satisfy insurance requirements. I had flown 9.9 hours and completed 28 landings in the last two days. There were continuous cross winds of 13 to 20 knots gusting to 25 knots from the NW.

We had just completed approximately 10 touch and goes at 3DW and were returning to 18MO for the final landing of the day. I announced I was entering left downwind to runway 36, reduced speed and lowered the landing gear. I announced a turn to base and began a decent. I announce a turn to final and then lowered flaps. On the final approach to runway 36 at 18MO, I was concentrating on keeping the airplane lined up with the runway and let my altitude get too low. I did not see the power lines, nor was I looking for any, as they had not been a factor in my three previous approaches at 18MO.

The last memory I have is feeling as if something had exploded in my face and then opening my eyes inside the wreckage.

There were no mechanical issues with the airplane and we had sufficient fuel.

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