

**From:** stephen vincent  
**To:** [REDACTED]  
**Subject:** Continuous aviation accident report  
**Date:** Tuesday, May 09, 2017 11:38:12 AM

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Mr. Paul

I am reporting that before the accident occurred at around 1:00 pm, as i was spraying around 9:00 am or so i was glacing at my fuel pressure gauge and had noticed that my fuel pressure was surging on my turns from 20 pounds of pressure to 19 pounds of pressure, only on my turns. I thought it was normal as long as it was within the normal range but i haven't seen this before or i just never noticed before but i was feeling that it was kind of strange. So i am letting you know that my fuel gauges were 3/4 on the left and above 3/4 on the right. Signed Stephen Vincent, Pilot

# Plat Report by Styler J. Vincent

Around 1:00 Pm on 4-21-17. I was in a C-02 spreading fertilizer over a field. It had 1000 lbs of urea fertilizer in it. I was laying my 16th pass and was coming out of the field over tall power lines, I banked right slightly and proceeded to bank left to make my turn & I was straight and level from the small bank to the right when the engine ~~shut~~ went out and lost power. I immediately looked at my instrument ~~on~~ moved the plane forward to gain control. I looked at my fuel gage and the left gage showed over  $\frac{1}{4}$  tank & the right showed little under half tank. I turned on the booster pump on and then turned on the ignition on continuous. All the time looking for a place to land. I had seen a patch to my left but I was too low to turn, trees were on the right Bad field on left and an un-plowed rice field ahead. The Big # lines I had to cross over, so I put in the flaps and crossed over and braced myself for a rough landing. I hit the ground before the first levy, bounced over it and sitting all 3 levy after that till I stopped. I was OK. Thanked God for saving me. The truth

Styler J. Vincent  
[Redacted Signature]

TUESDAY - May 9, 2017

On 4/28/17 @ 1:00 pm. Steve called me and told me he was down. I asked him if he was OK. His response was "yes". I asked him where he was down at. He told me. I got Wylie and we arrived as quick as we could. It took 7 to 8 minutes to arrive. When we arrived on the crash site, he made sure Steve was OK. He asked me if I would check the fuel tanks. I asked Wylie to come with me. I seen 3 1/2 in left side (ruffy) & 4 1/2 on the right. Wylie decided checked behind me. Fuel was leaking out the aircraft. From the crash. We discussed the time since fuel up. I told him there was no way he should have run out of fuel because of there was only 2 hrs & 8 min since he fueled up. I monitored it with my watch.

Attn:  
Paul  
Marks

Tuesday

May 9, 2017

When we got to the crash Mr. Steve was standing on the road. We made sure he was OK, then me, him and my dad walked over to the plane. He asked us to check the tanks, so when we open them they had 3/4 to 4 inches of fuel in each tank. Fuel was leaking everywhere when the fire department got there they sprayed foam to prevent a fire.

COPIED - 4/21/17