

Rodi Jennifer

From: [REDACTED]
Sent: Wednesday, April 26, 2017 8:58 PM
To: Rodi Jennifer
Subject: Accident statement Curtis Smith

Sent from [Mail](#) for Windows 10
Hello John,

My flight day began at KASD at 11:30 am. Met my friend Derek Lightell at 12 noon. We then proceeded to taxi to the self serve fuel pump for a top off of avgas fuel. After topping all four tanks and preflight. We departed KASD IFR at 1 in the afternoon to KDTS. The flight was planned for a cruise level of eleven thousand feet but were cleared only to ten thousand feet. We arrived at KDTS at 2 in the afternoon. We picked up one passenger and no fuel and departed KDTS at 3 in the afternoon IFR to ten thousand feet. We arrived at OR4 at 4:45. After dropping off one passenger. We departed OR4 at 5:15 VFR 2500 feet. I contacted Houston center for flight following. Houston Center directed me to Baton Rouge approach. Baton Rouge approach could not hear me, so I continued flight VFR. 25-30 minutes into the flight I experienced left engine failure. I secured the engine and continued to fly with the right engine. Approximately 10 minutes later the right engine failed. I determined that we had to land. Fortunately there was a field sufficient for landing. Landing was uneventful with the exception of clipping a tree with the left wing. After shutting down the engines and electrical power. I called 911 at about 5:55 pm. I gave the St. Tammany Sherriff dispatch my coordinates. The Sherriff 3 units arrived approximately 15-20 minutes later. During that time waiting for the Sherriff. I received phone calls from Houston Center, Baton Rouge and New Orleans ATC offices. I would like to thank the FAA for their services.

Sincerely
Curtis G. Smith