

Statement of Events

To: Anthony Leinneweber

From: Sarah Burt

CC: FAA, NTSB

Date: 10-19-17

Re: N8234R Incident

On October 6, 2017 at approximately 13:30 local time, I was the passenger involved in an aircraft incident. In which Scott Carney and myself, had to ditch the airplane in a field somewhere around the Sweetwater area. Before takeoff Scott ran a series of checks on the plane. Making sure that everything was up to par for the flight. I, not knowing much about planes, sat back and watched while he was ensuring that we would have a safe and effective flight. The landing of the plane was clearly due to engine and electrical power failure. The series of events that I remember leading up to the actual landing started with us losing radio signal. You could visibly see the radio flickering out. Scott then tried to contact communications to clarify if they had successfully switched him over to another tower. We could not hear communication on the other side nor could we hear each other. At this point, we were getting zero feedback. We then lost our GPS and slowly everything electrical started going out one by one, right in front of our eyes. Being the passenger, I was not sure exactly what all was going out and/or going on at this point. But seeing the electrical components failing gave me a pretty good idea of what was happening. Scott put in his emergency code not getting any feedback but was continuously check switches, trouble shooting, and strategizing. We were coming closer to Dyess Airspace when we circled around back to the Sweetwater area. Scott had a handheld GPS that he was using to help navigate us in the best way possible. Out of nowhere you could feel a sudden drop in pressure. This is when I realize that our engine had gone out. Scott asked if I could see or feel the landing gear coming out. I could not see or feel that we had landing gear. At this point Scott had troubleshooted and strategized to the best

of his ability. With no other choice, at this point, he then picked a safe landing spot in an open field and decided that is where we were going, for a hopefully safe landing. As we were going down you could feel the plane bump into something and the next thing I know we had landed safely in a sunflower field. After ensuring that I was ok and that we were both intact. Scott told me to open the door of the plane and get to safety, in case the plane were to catch fire.

I feel that this accident could have gone so many different ways. There are probably details that I am not remembering from the adrenaline and shock of it all. In my opinion, the flight was going great, until the engine/electrical failure, Scott did absolutely everything that he possibly could to get us to safety, and I am very appreciative of his skills and quick thinking. If he had not been calm and came up with a strategy for a safe landing we would not be here today.

Respectfully,

Sarah Burt

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