

Untitled

I was flying slow (80 kts) enjoying the ride and the view, when the engine began to loose power, Switching ignition did not improve, switching fuel tanks no improvement, Changing power seemed to improve engine but it got worse again. The temperature was about 7 degrees F. at 1400 ft and the wind was from the northeast. I was trying to reach a private airstrip east about 3 miles east but the wind (from 070/11 at 1500') and my altitude would not allow that. So I selected a road (over with plenty of room (about 1300 ft the aircraft will stop in less than 600') to stop But it was ice covered and provided very little braking. At that point I was worried about the railroad crossing signs but there was a large scruffy bush that did not look significant (about 12 feet high) on the left side of the road south of the railroad that hooked the left wing just prior crossing the railroad. The left wing tip was left stuck in the bush. Missed the signs but the bush on the left wing tip caused the airplane to swerve violently to the left. The nose wheel broke off when the aircraft hit the ditch on the northwest side of the railroad. The airplane stopped on the north side of the railroad about 30 some feet off the road to the west side of the road facing south. Noone on the ground was in any danger at any time during the event

The prop was broken, left wing damage, nose wheel broken off, crack on left frd side of cockpit, Wheel pants damaged, trim control broken, cowl damaged, spinner damaged, steel tubing in upper part of cockpit bent, left spoiler broken in up position, rudder top post appears damaged, skeg broken off, windshield cracked, lower cowl half damaged, exhaust pipe damaged, Nose wheel fairing damaged, right wing tip damaged, part of left aileron broken off,

1123 is a google earth view thei the point at the aircraft stopped on township road 51.

1090 is looking south from north of the airplane

1104 is looking south from the railroad track

I included more photos before and the system rejected my email hope this goes thru if so three is the limit per email

Sincerely
Jack Webb





