

On September 21, [REDACTED] Todd Prince and [REDACTED] Bill Pritchard interviewed [REDACTED] Jason Michael Antonelli [REDACTED] [REDACTED] Conroe, TX office regarding the accident involving N247F in Sugar Land, TX on September 19.

[REDACTED] Antonelli reported, on September 19, 2018, at approximately 1:50pm [REDACTED], who occupied the left seat, [REDACTED] Instructor Pilot (IP) Mitchell Hooks, who occupied the right seat, and [REDACTED] Shelly Vian, who occupied the observer station, departed Conroe-North Houston Regional Airport (KCXO) on runway 14 to conduct [REDACTED]. Prior to the takeoff, [REDACTED] Antonelli conducted a preflight inspection of [REDACTED] aircraft N247F, a Cessna 206H. During the preflight inspection, [REDACTED] Antonelli observed both the left and right fuel tanks were full of fuel, approximately 87 gallons and the oil level was at approximately 10 quarts. After the preflight inspection, the three crew members of the aircraft entered the aircraft and took their positions in the aircraft. [REDACTED] Antonelli started the aircraft, conducted an engine run up and before takeoff checklist utilizing the aircraft's checklist. After checking the current weather via ATIS, he received clearance and departed runway 14. [REDACTED] Antonelli navigated Houston airspace [REDACTED]

At the conclusion [REDACTED] Antonelli requested from Houston Approach Control to conduct a practice RNAV 17 approach to Sugar Land Regional Airport (KSGR). [REDACTED] Antonelli received vectors to the approach and instructed to contact KSGR tower once established on the final approach course at 2,000' MSL, which he completed. Approximately 3 miles from CASOB, the final approach fix, [REDACTED] Antonelli configured the aircraft for approach, which was to place the mixture full rich, the propeller at high RPM, the flaps at 10 degrees, fuel selector on both, and attempted to maintain an airspeed of 100 knots indicated. After crossing CASOB, [REDACTED] Antonelli reported inbound and began his descent to 640 MSL, which is the LNAV minimum descent altitude (MDA). Once arriving at 640 MSL, [REDACTED] Antonelli leveled the aircraft, maintained the altitude, and was tracking the course to the missed approach point, which is where he anticipated conducting the missed approach procedure. Prior to arriving at the missed approach point, [REDACTED] Antonelli heard a sudden loss of power in the engine. Shortly thereafter, [REDACTED] Hooks took positive control of the aircraft from [REDACTED] Antonelli and declared an emergency/engine failure with KSGR tower. During this time [REDACTED] Antonelli continued to hear the continuous loss of power with the engine and did not believe the aircraft would make the airport. [REDACTED] Antonelli then assisted [REDACTED] Hooks by looking for an alternate location to land. [REDACTED] Antonelli observed [REDACTED] Hooks initially turn the aircraft slightly to the right but noticed he was unable to find any suitable landing locations in that direction. [REDACTED] Hooks then turned left towards the east and conducted an emergency landing on a small grass median in the middle of Voss Rd, which had a small amount of vehicle traffic. During the emergency landing descent, [REDACTED] Hooks maneuvered the aircraft and cleared one set of power lines. [REDACTED] Antonelli saw a second set of power lines and called them out to [REDACTED] Hooks, and briefly helped him push the nose down to avoid the second set of power lines. [REDACTED] Antonelli did not witness the aircraft strike the power lines or vehicles that were on Voss Rd. [REDACTED] Antonelli relayed he felt the aircraft touchdown and slide sideways to a halt on the grassy median on Voss Rd.

[REDACTED] Antonelli and [REDACTED] Hooks were not injured and exited the aircraft. Before exiting, [REDACTED] Antonelli pulled the mixture out and turned the magnetos to the off position to prevent fire. [REDACTED] Antonelli and [REDACTED] Hooks went around to the rear cargo door to check on [REDACTED] Vian, who was in the observer station area of the aircraft between the observer seat and pilot side fuselage wall. [REDACTED] Antonelli did not know the extent of her injuries and asked her not to move. [REDACTED] Vian requested to exit the aircraft. [REDACTED] Antonelli and an unknown male helped [REDACTED] Vian out of the aircraft through the cargo door. During this time, [REDACTED] Hook returned to the rear of the aircraft and reported he returned from the

cockpit to ensure the battery and magnetos were in the off position and the mixture was in the out/cutoff position along with the fuel selector in the off position.

On September 21, [REDACTED] Todd Prince and [REDACTED] Bill Pritchard interviewed [REDACTED], Instructor Pilot (IP) Mitchell L. Hooks IV at the [REDACTED] Conroe, TX office regarding the accident involving N247F in Sugar Land, TX on September 19.

[REDACTED] Hooks indicated that the [REDACTED] had requested an [REDACTED] Hooks, who is an instructor pilot and standardization pilot with [REDACTED] was current providing instruction to [REDACTED] Jason Antonelli, who was preparing for his [REDACTED] check-ride, in anticipation of being completing the training process and becoming an Aircraft Commander in a Cessna 206 aircraft. Also crewing the aircraft was [REDACTED] Michelle Vian, who would crew the aircraft in the capacity of observer [REDACTED]

Prior to entering the aircraft, N247F, [REDACTED] Antonelli conducted a pre-flight of the aircraft and reported to [REDACTED] Hooks, the aircraft was good on oil and was topped off with fuel, indicating 87gallons. [REDACTED] Hooks entered the aircraft through the pilot side door and positioned himself in the right front seat, and was to act as Pilot-in-Command, which was indicated in the preflight briefing. Following through the same door was [REDACTED] Antonelli, who sat in the left front seat. [REDACTED] Vian entered the aircraft through the rear cargo door. [REDACTED] Hooks indicated there were no abnormalities during start up and pre-flight checks. [REDACTED] Hooks tuned and visually saw all crew members were seat belted in and looked at [REDACTED] Vian and asked, "all good?" [REDACTED] Vian responded positively and [REDACTED] Antonelli taxied the aircraft for departure from Conroe-North Houston Regional Airport (KCXO). [REDACTED] Hooks indicated taxi, take-off and cruise flight were all normal with no engine abnormalities. [REDACTED] Hooks indicated during the flight to the target area, which was approximately 6-10 miles southwest of George Bush Intercontinental/Houston Airport (KIAH), [REDACTED] Antonelli was manipulating the controls of the aircraft, and they were in contact with various air traffic control frequencies using the call sign "Flint 821". [REDACTED] Hooks reported they arrived at [REDACTED] 2,000'MSL with 10 degree of flaps, the RPM was at the top of the green, and the mixture was at the top of the green. Slow flight airspeed was maintained by manipulating the throttle.

At the conclusion [REDACTED] Hooks instructed [REDACTED] Antonelli to conduct a RNAV 17, LNAV approach to Sugar Land Regional Airport (KSGR), with a missed approach to Navasota VOR, where [REDACTED] Antonelli would enter a holding pattern. At the conclusion of several turns in the holding pattern, the aircraft would return to KCXO. [REDACTED] Hooks continued to monitor [REDACTED] Antonelli, who initiated the autopilot and set the avionics for the requested approach. [REDACTED] Hooks indicated the aircraft maintained 2,000MSL and received vectors to the final approach course for the approach. At approximately 3 miles prior to the final approach fix, (CASBO) [REDACTED] Antonelli set the flaps to 10 degrees, the propeller to high RPM, and the mixture to full rich, then confirmed the fuel selector switch was on the BOTH selection. [REDACTED] Hooks and [REDACTED] Antonelli both noticed the autopilot did not capture the inbound course for the RNAV 17 approach and flew through the course. After a brief discussion, [REDACTED] Antonelli disengaged the autopilot and [REDACTED] Hooks told [REDACTED] Antonelli to "hand fly" the approach. [REDACTED] Antonelli corrected and reestablished the in-bound course for the approach. SA/PT Antonelli maintained 2,000'MSL until he approached CASOB. [REDACTED] Antonelli reported CASOB on the radio and then responded to [REDACTED] Hooks, he was to fly it like a "dive and drive" approach, meaning to descend the aircraft to the minimum approach altitude and maintain that altitude until the aircraft crosses the missed approach point. [REDACTED] Hooks responded affirmatively and [REDACTED] Antonelli descended to 640'MSL. [REDACTED] Hooks critiqued that [REDACTED] Antonelli descended more rapidly than he should have, but would discuss the descent on the post-flight debriefing. [REDACTED] Hooks confirmed [REDACTED] Antonelli descended to the required altitude, 640'MSL and was maintaining the altitude. During the approach, decent to 640'MSL, and maintaining of 640'MSL, [REDACTED] Antonelli only manipulated the throttle while keeping the aircraft at an airspeed of 100kts. Shortly after leveling off at 640'MSL, [REDACTED] Hooks immediately identified, "the

engine sputtered and lost power.” No other sounds were heard or abnormal vibrations felt. [REDACTED] Hooks verbalized that he was taking control of the aircraft and [REDACTED] Antonelli acknowledged the transfer of controls. [REDACTED] Hooks pushed the throttle to full and the engine power briefly surged and RPM dramatically dropped. [REDACTED] Hooks pulled the throttle full out, and pushed it full forward again, only to have the engine surge with power and immediately return to low or no power. [REDACTED] Hooks was unable to identify if the engine quit or went to idle. [REDACTED] Hooks did not feel or hear any indication of the engine missing or skipping a cylinder, or hear a sudden or noticeable bang before the engine had the dramatic loss of power. At this point, [REDACTED] Hooks declared an emergency with the tower at KSGR saying “Flint 821 declaring an emergency.” The tower responded, asking who was declaring an emergency, which he responded, “flint 821.” The tower asked what type of emergency and he responded, “engine failure.” [REDACTED] Hooks did not send any further transmissions. Based on the altitude, configuration of the flaps, and obstacles between the airport and aircraft, [REDACTED] Hooks determined that the aircraft did not have enough glide distance or power to proceed to runway 17. [REDACTED] Hooks and [REDACTED] Antonelli began looking for a suitable off-airport landing location. [REDACTED] Hooks saw trees and a pond in front of the aircraft and decided against going toward the water, knowing the difficulty of egress from the rear cargo door with the flaps down. He then banked the aircraft to the right and could not identify any landing areas. [REDACTED] Hooks then recalled the east-west four lane road with a grass median he has crossed on previous approaches to the airport, Voss Rd. He banked the aircraft to the left and saw the roadway. At that point, [REDACTED] Hooks recalled a phrase from his training, “you pick a spot, and you own it.” [REDACTED] Hooks proceeded to maneuver the aircraft for a landing on the roadway. [REDACTED] Hooks was able to see the traffic on the roadway was sparse. The aircraft was maneuvered over a set of power lines and [REDACTED] Hooks heard [REDACTED] Antonelli say they had cleared the power lines. [REDACTED] Hooks heard the stall warning horn activate on and off while clearing the power lines. [REDACTED] Hooks further maneuvered the aircraft over the roadway and was negotiating a curve in the road when [REDACTED] Antonelli verbalized another set of power lines were in front of them, which [REDACTED] Hooks did not see the power lines prior to [REDACTED] Antonelli identifying them. [REDACTED] Hooks and [REDACTED] Antonelli both pushed the yoke forward to get under the power lines while still in a shallow left bank. [REDACTED] Hooks felt the right wing strike the power line and his vision became obscured by a bright flash. The aircraft touched down partially on the median and inside the westbound lane and slid to a stop in the median.

[REDACTED] Antonelli and [REDACTED] Hooks were uninjured and exited the aircraft through the pilot side door. Prior to exiting, [REDACTED] Hooks saw [REDACTED] Antonelli pull the mixture out, turn the magnetos and battery to the OFF position. Upon exiting, [REDACTED] Hooks could hear [REDACTED] Vian making sounds like she was struggling to breathe. Both went around to the cargo door of the aircraft to check on [REDACTED] Vian. [REDACTED] Antonelli told [REDACTED] Vian to stay put in the aircraft, but [REDACTED] Vian, who he saw laying between the seat and the pilot side fuselage, wanted to exit the aircraft in case of fire. [REDACTED] Hooks then returned to the pilot side door and ensured the battery and magnetos were in the OFF position, and the mixture was in the OFF position. [REDACTED] Hooks then turned the fuel selector from BOTH to the OFF position. [REDACTED] Hooks reported that later, after first responders arrived he noticed he did not turn the mixture all the way to the OFF position and it was in the slightly in the LEFT position.

[REDACTED] Hooks stated that in hindsight, the only thing he could have done different was to turn the fuel pump on, but due to the low altitude and workload of attempting to locate a landing site, he was not able to accomplish the task. [REDACTED] Hooks added he was unable to tell if the engine stopped running or went to a low idle RPM setting.

On September 22, [REDACTED] Todd Prince and [REDACTED] Bill Pritchard interviewed [REDACTED] Michelle Vian, near her residence at a restaurant in Conroe, TX, office regarding the accident involving N247F in Sugar Land, TX, on September 19. [REDACTED] Vian reported she learned of [REDACTED] during lunch on that date, when she and other personnel at from the Conroe office were discussing [REDACTED] and who would [REDACTED] Vian elected during the conversation that she would assign herself to the crew of [REDACTED] Jason Antonelli and [REDACTED] Instructor Pilot (IP) Mitchell Hooks. GS Vian was briefed, [REDACTED] followed by instrument training work to prepare [REDACTED] Antonelli for his upcoming check-ride.

[REDACTED] Vian went to the aircraft to prepare for the mission, and met with [REDACTED] Antonelli, who was finishing his pre-flight check and [REDACTED] Hooks. [REDACTED] Vian reported that out of habit, she went and conducted an oil check and verified there was 9-10 quarts of oil in the aircraft. [REDACTED] Vian then proceeded to the cargo door and entered the aircraft. [REDACTED] Vian settled into the observer station of the aircraft and attached her lap belt. She continued to look for the shoulder belt, but was unable to locate it, and disregarded the shoulder belt. [REDACTED] Vian did not notice any discrepancies or anything that was not normal during start, and taxi out. During takeoff and climb out, [REDACTED] Vian felt the aircraft had a poor climb performance. This was what she related to as being full of fuel, the temperature was hot and humid out, and there were three people in the aircraft. [REDACTED] Vian also related the poor climb to a flight she had a week prior in this aircraft and felt the aircraft was "sluggish." [REDACTED] Vian reported the aircraft made no unusual noises or vibrations during cruise flight or while conducting slow flight over the mission area. Due to the set-up of the observer station equipment, the view of the cockpit and instruments were limited and she was unable to give any indication of instrument readouts. After the photo mission, [REDACTED] Hooks and [REDACTED] Antonelli briefed on the next phase of flight, which was to conduct a RNAV 17 approach to Sugar Land Regional Airport (KSGR), followed by a missed approach to Navasota VOR, with a hold, and continue with a return to Conroe (KCXO).

[REDACTED] Vian could hear over the intercom [REDACTED] Hooks and [REDACTED] Antonelli discuss that the autopilot was engaged but did not capture the final approach course. During the discussion, [REDACTED] Hooks tells [REDACTED] Antonelli to disconnect the autopilot and hand fly the approach. [REDACTED] Vian could hear both were engaged in the approach and were passing CASOB, the final approach fix for the approach, and hears [REDACTED] Antonelli report to fly like a "dive and drive" approach, with [REDACTED] Hooks confirming. [REDACTED] Vian can hear the pilot/co-pilot interaction over the intercom and realized they have reached the minimum decent altitude of 640' MSL. A few moments after arriving at the minimum decent altitude, [REDACTED] Vian hears a "miss" in the engine and feels a "quick vibration." After the engine making what was referred to as a "sputter" sound, the engine went quiet. [REDACTED] Vian then heard the engine make a second sputter with vibration, which was a little longer than the first, then the engine went quite again. [REDACTED] Vian called out to [REDACTED] Hooks to take the aircraft, and could look around the observer monitors and see he was already taking control of the aircraft. [REDACTED] Vian heard [REDACTED] Hooks declare an emergency on the radio, and felt the engine pick-up and die again. At that point, [REDACTED] Vian heard [REDACTED] Hooks say over the intercom they were not going to make it to the airport. [REDACTED] Vian then turned around and attempted to locate the shoulder restraint but could not find it. She then faced forward and reached down and tightened her lap belt and grabbed her cell phone, which her thought process was to call [REDACTED]

Doug Witten to let him know they were in trouble and making an off-airport landing. [REDACTED] Vian then saw the aircraft coming in close proximity to the roadway and threw the phone down and put her feet up on the observer station bar to brace herself for impact because she remembered thinking she did not want to hit the observer station face first. During this entire event, [REDACTED] Vian recalls repeatedly saying to [REDACTED] Hooks "you got this," and the aircraft motor was silent. [REDACTED] Vian heard [REDACTED] Antonelli tell [REDACTED] Hooks they cleared the wires, then declared more wires were in front of them. The aircraft made a diving like feeling and she felt the aircraft make contact with the ground and feeling what she described as a left motion. The next item [REDACTED] Vian recalls is [REDACTED] Antonelli being at the cargo door asking if she was ok. [REDACTED] Vian remembers at that point, she is wedged between the pilot side of the fuselage and observer chair with pain in her chest and back. [REDACTED] Antonelli told [REDACTED] Vian to stay still, but she recalled telling herself "I'm breathing, and I have to get out before this thing catches on fire." [REDACTED] Vian asked [REDACTED] Antonelli to assist her out of the aircraft and [REDACTED] Antonelli and an unknown male assisted her out of the aircraft and stayed with her until first responders could arrive. [REDACTED] Vian was transported to Memorial Herman Hospital in Sugar Land, TX and was released later the same day of the event.

When asked if she sustained any injuries, she reported the left side of her head, left shoulder, and left hip had bruising. She also reported that both front sides of her pelvis were sore along with the right side of her neck. Her right index finger had a small laceration and she felt nauseous immediately after the event and the feeling continued for at least 24 hours after, along with some blurry vision.

[REDACTED] Vian could not provide any additional information regarding the flight; however, while being in pain and waiting for paramedics to arrive she noticed a black male with a holstered firearm and security t-shirt walking around. She indicated this person did nothing but used a smartphone to video tape, which he got in close proximity to her face and she became highly agitated.