



Subject: Written Statement of the events 3rd March 2020 which pertain to the accident of N157SF.

Environmental Conditions:

Condition were VFR.

Cloud: Clear, with the exception of one or two small clouds at around 2000'-2500' MSL.

Turbulence: Very light chop was experienced through out the flight. When operating at around 1300' MSL, chop intensity increased, but was still considered light chop.

Bird Activity: Below 1300' MSL, estimate 200' AGL. There was a large number of bird activity. Flocks of around 50-200 (estimate) white birds were seen through out the area. The amount of flocks observed were higher in the Lincoln, IL area. This may have simply been due to that they were more noticeable to the observing aircraft when we were operating at lower altitudes.

Activity:

0900 Central Time: Meet with a client [REDACTED] that I was training in our Cirrus SR20G6 (N516PT). Was informed that the ELT of N157SF had gone off by [REDACTED]. We discussed that we thought that it was most likely a false alarmed. We checked the ADS-B tracker at the front desk to see if we could find aircraft, but it was not showing up.

~0930 Central Time: [REDACTED] asked if we could head out to the Lincoln area as his dad had heard that an airplane had crashed.

~0945 Central Time: I took N516PT with [REDACTED] acting as an aircraft observer to look for the N157SF and myself [REDACTED] acting as the pilot at the controls of the aircraft. We departed KBMI towards KAAA. I had planned to first head over directly to KAAA to see if N157SF was down at or near the airport. We assumed that they would most likely be there needing a pick up.

Enroute to the KAAA area we cruised at around 2800' MSL to keep safe, but lower altitude in order to have an effective scan of the area. 2800' MSL is 200' outside the immediate CAPS deployment altitude if we were to encounter any sort of emergency. The lower altitude was used to maintain cell phone reception, incase the FBO would try to get a hold of us.

Aircraft was under Autopilot Control. Aircraft was monitor the local CTAF and made announcements prior to entering the area.

1000 Central Time: A text message was sent to [REDACTED] (see attached image below) when we were 5 min out from KAAA. We received a message that the plane was down by the highway.

N516PT then started an Autopilot descent down to 2000' MSL and started to follow the highway using HDG mode in the aircraft. Once paralleling the highway, we continued the autopilot descent to around 1500' AGL. Unknown aircraft wreckage was spotted on the highway. Once spotting the aircraft and scanning the area for any possible threats (obstructions or other aircraft) an autopilot descent was made down to 1,400' MSL to observe the aircraft wreckage. The aircraft was kept high enough for the CAPs system to be available.

Once making a path of the site, the aircraft was turned around via manual control, once leveling the autopilot ALT mode was initiated toward the site. Observing that there were large flocks of birds, the aircraft's altitude was increased a few hundred feet higher to maintain better separation from the birds. All lighting on the aircraft was

turned on to help increase visibility to the birds (landing light (wingtip), strobes (wingtip), navigation/position lights (wingtip), and anti-ice lighting (fuselage lights projecting onto the wing).

After making several path across the site (turns made manual through flight controls, level observation paths made with the autopilot), N516PT made orbiting turns around the site via manual control to try to identify the path.

After several passes and not able to positively ID the aircraft, N516PT departed the area via autopilot control. Contact via cell phone was made to [REDACTED] to report that there was aircraft wreckage on the highway, but couldn't be identified as N157SF, due to the lack of remaining wreckage. [REDACTED] then received a phone call from the IL State Police and cut communication with N516PT.

All that was observable from the air were the wings and the burned. Pictures were taken by the observer at the time when it was safe to do so. This pictures were submitted earlier to the NTSB.

N516PT safely returned to the KBMI. Enroute to KBMI, a friend who works at the KSPI control tower [REDACTED] contacted me to check to make sure that I was safe. He had heard that a Cessna from Bloomington, N157SF had gone down in the KAAA area and wanted to make sure that it wasn't me.

While turbulence was noticeable, at no time did the aircraft's ESP (Garmin Electronic Stability and Protection system) kick on.

Tue, Mar 3, 10:01

5min our from KAAA

5min our

5min out

It's near the highway

According to the faa

We are heading back

