

From: [REDACTED]
To: [REDACTED]
Subject: CEN23LA145 (N56793) - Accident Update
Date: Thursday, April 13, 2023 17:30:05
Attachments: [20230412125827149.pdf](#)

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Mike,

Please see the attached form 6120.1 that I filled out to the greatest extent possible. A couple things that are probably worth some additional explanation:

1. I was not sure about the ELT information, and I no longer have the aircraft at my disposal to investigate that. I know we had one, but I just don't know the specifics on it.
2. I listed Larry Whitbeck as a passenger. As you are certainly aware, he is a Pilot/CFII, and the original purpose of our outing was for him to provide me with IFR instruction. That being said, once the IFR instruction ceased, we were in VFR conditions, and I considered myself to be the pilot in command. I was performing the necessary takeoffs and landings to become current to carry passengers before we called it a day. It was during my last of 3 approaches to land that the incident occurred.

I have a meeting scheduled with Clyde tomorrow morning to discuss the incident, and I'm happy to try to answer any questions you may have as well. My cell number is [REDACTED]. Thank you.

Blimm Bates

From: [REDACTED]
To: [REDACTED]
Subject: RE: CEN23LA145 (N56793, Piper PA-32-260) - Fuel Removal Question
Date: Tuesday, April 4, 2023 08:00:19

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Hey Nike,

No fuel was removed from this bird. Tanks were breached in the accident. A small amount, less than a gallon, leaked out of the right tank when it was lifted.

Chris

From: Hodges Michael [REDACTED]
Sent: Monday, April 3, 2023 11:22 PM
To: Chris Ferraraccio [REDACTED]
Subject: CEN23LA145 (N56793, Piper PA-32-260) - Fuel Removal Question

Hi sir,

Just two quick questions please, for when you went and recovered N56793 (Piper PA-32-260) from the accident site:

1. How much fuel was removed from each wing tank?
2. Was there any fuel removed from any auxiliary tanks or wing tip tanks?

Thank you again.

Mike

Mike J. Hodges, MS
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National Transportation Safety Board

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Response Operations Center (24/7): 1-844-373-9922
Work Hours: Monday-Friday, 0900-1730 Central Time

“Don’t let yesterday use up too much of today.” – Will Rogers

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A/C Accident Report. N56793

March 29, 2023. Off field landing accident Report, Lincoln, Ill

As recalled about 6 weeks later.

This was the first training flight to start on Blinn's Ins. rating; we have been planning to do this for 2-3 yrs. I arrived about 7030 hrs. Local, Blinn, the pilot had finishing the fueling and draining the fuel sumps. As was my custom as an instructor I check all fuel and caps and ask about the oil level in the engine. Blinn is an experienced pilot and I did not feel it necessary to do the entire preflight myself, that is the pilot's job. We both boarder the aircraft did the run-up, and taxied to the end of Rwy-03 for a VRF departure.

Once off of the ground and in the climb, the pilot put on the foggles to practice IRF flying. We went out east to the practice area. We did quit a number of basic fundament IR maneuvers. Const rate climbs & descents, Std rate 360 turns both L & R, Steep power turns L & R, turns to heading combining climbs and descents, vertical "S", Turns to heading. We spent probably about 30-40 min with all the procedures. We had departed later than we had planned and now the sun was getting very low in the west. As the pilot was not current with his take-offs and landing we decided to return to the airport for 3 T.O & lds, before it got dark. I gave him heading toward the airport, still using the foggles. As we approached the airport pattern he removed the view limiting device to take over visually for the landing. I made suggestions on the first pattern and landing,. This was a full stop landing. I am not a fan of the "touch and goes for training". It was a very nice touch down and roll out. We departed again for the second pattern. I offered no suggestions on this one and it was near perfect, you would not have known he was not current! Full stop and taxi back again. Third T.O. was normal. As we came around on the down wind to base section of the pattern he had not reduced the power enough and was still at full pattern alt in the turn to bas. I told him to reduce power to flight idle to get the plane down to the correct altitude, advising him to watch carefully for the first VASI light to turn red on the right hand side and then bring up the power up immediately to catch the glide slope. I had no more than gotten the words out of my mouth and the lights zipped across, right to left and all were red. Out of the peripheral vision I saw him cycle the throttle fully and back and forth for full power. He said very calmly I think we" lost the engine". I said "I think so". Don't worry about the throttles, level the wings and get the nose down, "DO NOT GET BELOW 70 ON YOUR SPEED"! We had flaps at thirty degrees as per all of our landings. We were going down very fast vertically, maybe over 1000' / min.? As I looked across the instruments to the left I could not read any of the instruments because the sun was very low on the horizon and reflecting off of the glass and only shown like a mirror. Our altitude was maybe 300' and decreasing rapidly. The pilot was flying the airplane very well as I directed and we were so low I felt I could not do anything any differently. I think I again emphasized," KEEP YOU NOSE DOWN, DO NOT GET BELOW 70". We were on the ground in a small group of tree in maybe 15 seconds.

I never assumed control of the airplane and was not the PIC at any time.

The pilot was flying the plane exactly as I would have. Nothing I could have done any differently, there just simply was not time! The airplane was destroyed. Both pilots survived with injuries, me, the CFI, much worse than the pilot. I actually directed the rescue fireman on how to extract us from the plane in getting all electrical powered shut off before any cutting was done! I told them specifically not to use any saws with toothed blades that might generate a spark. They used the sheers. There was approx 70 gal. of fuel spilled on the ground and the air was saturated with gasoline smell. I was terrified of a random spark and what might happen if there was even one random spark.

I was air lifted to the Trauma Center in Springfield, St John's Hospital. I was there for four days in ICU then transferred to Abraham Lincoln Memorial Hospital in Lincoln to the Acute Care Ward for the balance of my hospital recover, many very serious injuries. My Dr. says I should have full normal recovery and I am getting there! I was released from the Dr's care almost two months ago now. I am back to flying my airplane and instructing.

We did the best we could to "fly the plane as far into the crash as we could". That is exactly what Bob Hoover taught for years! We both survived!! The exact cause of the engine shut down may never be known? There are many possibilities, and very few specific answers for the cause of the accident.

Respectfully submitted
Larry Whitbeck, ATP, CFII