

To; FAA/NTSB
Ref: Accident report for N67CD/9/23/2023
From John Wise CFI

On September 23/2023 I was assisting the new owner of a Beechcraft A36/TN Bonanza in completing his required insurance training. He needed an additional 2.5hrs flight time to do this. We departed Gulf shores Alabama KJAK at 2:10pm local. I filed IFR for 10,000 non stop direct KHSD. Estimate time enroute 3.7hrs and 5.5hrs fuel onboard with 2 souls aboard. I considered myself NPF unless necessary because this owner currently owns a v-35 Bonanza with total Bonanza time of approx 160hrs. This aircraft had a total engine failure over rural Mississippi 6 weeks prior. This, obviously prompted extra caution on my part. The flight was conducted normally for the first 2 hours or so. Temps and pressures were good. We settled at 29"MP and 2200 RPM with a fuel burn showing 22GPH. This caught my attention because this was my 3rd turbocharged Bonanza to fly this month and the fuel burn seems a few gal too high. When I tried to reduce it the engine ran rough. I considered this unusual. Im a little fuzzy on our location when the first indication of a problem occurred. Somewhere east of Monroe, LA the engine started running a little rough. I increased the mixture setting slightly and it smoothed out. Now, Im all ears. I knew if we continued beyond El Dorado, it was sparse for finding any airport to divert to. !0-15 later the vibration occurred again. I increased mixture farther and vibration stopped. Several minutes later it happened again. At this point we had had 3 tank changes. I told Jim, the owner that we need to seriously consider diverting to Monroe which at this point was about 30 miles to our east. The vibration came back again but worse this time. I pushed the mixture full forward but there was no improvement this time. I told Jim we are diverting and to disconnect the AP and head to the left direct Monroe. I did a Pan call with Fort Worth Center and we headed direct Monroe. In the process of the left turn, the engine quit and I declared an emergency requesting direct Monroe. FWC told me El Dorado was 270 and 15 miles. I directed Jim to proceed west and I went to work troubleshooting. I knew we were in trouble in this area because of the almost total tree coverage. I asked FW if there were any interstates or highways under me and the answer was negative. At 5000 ft in our descent I knew we were in serious trouble finding someplace to set down, I told FWC that we had no options and requested assistance from any nearby aircraft. I told then we were going to need to be

rescued. I heard FW ask Cowboy 21 if they could assist. At 3000 msl I determined that a somewhat clear area surrounded by trees was my only option and it was obviously from my altitude not smooth at all. At 2500 ft I took over as PF and told Jim the airplane is lost and were going in wheels up full flaps and that it was going to be rough. I glided in to the clearing and landed at approx 80 knots . The impact was severe and there was 3 more impacts before coming to rest after approx 150 feet of sliding. We evacuated the aircraft and amazingly there was no post impact fire. Within 5 minutes a Navy F-18 came low over us. We knew it was Cowboy 21! He came back again lower and faster. It was the highlight of the day. Through my military connections I found out this was a Lt. Colonel flying this F-18 out of NAS Fort Worth. He was 60 miles SE and came to our rescue at 450kts! I have connected with this pilot since. I called 911 and told the dispatcher what happened and we were injured and didn't know where we were. Within approx 3 hours the rescuers arrived and we were transported to the local hospital where we were released after treatment. I suffered a right elbow laceration and bumps and bruises. The owner bumps and bruises as well.