

## ATTACHMENT A

I am [REDACTED], White/Male, DOB: [REDACTED]. Texas Driver's License: [REDACTED]. Private Pilot License: [REDACTED]. Social Security Number: [REDACTED]. My physical address is [REDACTED], and my mailing and preferred address is [REDACTED]. I have a Medical Certificate under BasicMed completed 10/15/2024 and my last BFR was on 05/24/2024.

I am the sole owner, with no liens, of an experimental aircraft registered as N3012G. This aircraft was built by Starley Glen in 2002 as a RS-3 model, serial number 3001. This aircraft has a tandem 2 seat configuration that was built from a Piper J3 fuselage with a Piper PA 18-150 horizontal stabilizer, a Continental O-200A engine, an enclosed cowling, and new metal Univair Piper PA 11/J3 metal spars with fuel tanks in both wings. The aircraft was issued an Airworthiness Certificate and a current registration. This aircraft was last inspected and signed off on 09/19/2025.

On the morning of December 19, 2025, I was "pilot in command" of a flight that originated at the Llano Municipal Airport (KAQO) in this aircraft. I performed a routine pre-flight inspection of the aircraft. The aircraft had a lightbulb on the engine overnight to heat the oil since it was below freezing. After the pre-flight was complete, my 9 year-old grandson, [REDACTED] was placed in the backseat and secured with a G-Force 4 point harness. As he was being secured, he was given the brief warning before the flight. He has flown with me many times and knows these procedures and warnings. I was in the front seat as pilot and the flight began around 7:33 AM. If I remember correctly, the Llano AWOS reported the temperature at -2 degrees C, 10 miles visibility, clear skies, and calm wind.

We departed on the grass runway 13, climbed to pattern altitude east of the airfield and then watched another aircraft takeoff on the paved runway 17. We departed the area to the north and flew over the ranch that I work on some 9 miles north. We located the cattle and then proceeded south/southwest to Enchanted Rock at an altitude between 2000 and 3000 feet MSL. We intercepted Sandy Creek a few miles east/northeast of Enchanted Rock. I lowered the altitude of the flight to above the trees and followed Sandy Creek. I observed a long, wide, straight area along Sandy Creek that appeared to be good to make a low pass. It would require no maneuvering, and would easily accommodate a landing in case of a power failure. From the altitude I first observed this area, there appeared to be no obstructions, people, vehicles or structures.

We followed Sandy Creek south/southwest and circled outside the park area of Enchanted Rock, staying above 2000 feet plus MSL, and never going over or inside the park area. After circling once we proceeded to return to fly above Sandy Creek back to the east/northeast above the trees at that time. We continued to fly above the tree line for quite a way and then as we were approaching the wide and straight area of Sandy Creek, I descended and saw two black angus calves in the creek. I stayed to the other side and maintained over 500 feet distance of them and they did not spook. After clearing the cattle and approaching the wide straight area I began to descend. I was looking to make sure I had no highlines or other dangers. My intent was to fly low enough to easily avoid

highlines, if there were any, by going under them instead of trying to climb over them. At that location a large steel cable had been stretched across the creek. It was suspended from pipe braces on the high side of each bank. The cable was to facilitate a water gap as part of livestock fencing. Cow panels made a fence barrier across the creek and were held erect by wires suspended from the higher cable. I do not know the height of this cable but know that usually the cable will sag down above the cow panels but high enough to stay above the water in a flood. The Texas Highway Patrol investigated the crash and may have already determined the height. In not, it could easily be determined by measuring the height of the cow panels and adding the length of the suspension wires from the cable.

As I descended, I did not see this cable until it caught the landing gear and pulled us to the ground. The plane then impacted the ground on the nose and came to a very quick and abrupt stop. The landing gear was completely broken and the plane came to rest on its belly. The airplane may have bounced, but I do not know. Marks in the sand will indicate this. The impact was at a low enough angle that the aircraft came to rest in an upright position. Marks on the propeller can be used to determine the exact point of contact between the airplane and the cable, but it was below the center of the airframe.

The plane was on fire instantly in the engine area, and the door was jammed closed. This airplane has the Piper Cub type "clamshell" door which is a two piece configuration that opens up and down. My grandson advised he was uninjured and I informed him of the fire. At this point the fire was on the firewall inside the engine compartment with no flames into the cabin area. Together, we broke open the door and exited the plane. I tried to throw sand on the fire but could not get it on the fire. The cowling was also jammed closed and I could not open it to excess the fire. I abandoned this attempt and joined my grandson who was standing a safe distance off the right wing. At this time, I realized there was a short window of time to take pictures of the airplane as it was at that time. This would document the wreckage as it was and progressed to burn. I walked around the plane taking six pictures. The time of the pictures start at 8:29 am and end at 8:30 am. With no second count, it shows the pictures are less than a minute in length. In the sixth picture, the cockpit was on fire. At this time we needed to move some distance from the burning plane to avoid being hurt when the gas tanks began to burn. We observed two hunters, a father and son, approach our location. We went to meet them and get further from the plane.

My grandson began to call 911, but I told him not to call 911 because we did not know our location. I was unaware at the time that the modern 911 system can determine the origin and location of the call. We meet with the hunters and they were in contact with the landowner. With an iphone, my grandson recorded the aircraft as it continued to burn. After the gas tanks burned, I retrieved stuff (headset and ipad) near the airplane and we walked out of the creek bottom and up the back. There I meet with the landowner and contacted the Llano County Sherriff's Office dispatch to reporting our location (which they already had) and condition. They dispatched assistance. Those I saw respond were the Texas Highway Patrol, Texas Game Warden, and an ambulance. It was found I needed medical assistance and due to marks on my grandson's neck from the restrains and concern about unseen injuries, he needed to also be medically checked out. We were transported to the hospital in Fredericksburg.

My grandson was found to be okay. I was found to have some bleeding inside my head, minor scratches to my forehead, a fracture on my spine, and a fracture and bone chip on my right ankle. My grandson was released and I was transported to San Antonio Methodist Hospital for further treatment. My medical records will be available for this investigation.

During the whole flight before the crash, the airplane was flying well with no mechanical issues or engine problems. Also, the weather was not a factor as it was clear with calm wind and on gusts.

In the aircraft, at the time of the crash, were the Airworthiness Certificate, registration, operating limits for the aircraft, and a current Weight and Balance. Since this is the only aircraft I fly, I also carry my current BASIC MED Certificate in the airplane. All of these documents are believed to have been destroyed by fire during the crash. I have retained copies of each of these documents outside the aircraft. They will be provided, along with log books for this investigation.