

Integrity Airmotive, LLC
Hangar 54
Wagoner, Ok

Aircraft Accident Statement
October 4, 2018

Aircraft information:

Make: Cessna Model 205
S/N: 2050495
Reg: N8495Z

Owner information:

Name: J. W. Powers
Address: To be advised

Pilot information:

Name: James P. Stiles

Address: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Statement:

The flight took place out of Hefner - Easley Airport (Wagoner, OK) H68 at approx. 6:30 PM and was a post maintenance test flight after performing Annual Inspection maintenance on the aircraft. After the pre-flight, which among other aspects, included a wing tank fuel level visual and panel gage check to confirm both tanks were full, I performed a routine engine run-up per the Cessna check list at the end of RWY 18, including a full power run up to confirm all good engine parameters. The fuel selector valve was in the detent on the right tank, the fullest tank of the two. No abnormal indications were noted. I proceeded with the takeoff roll after announcing my intentions on Unicom 122.9. The plane climbed well and all engine parameters were normal. After reaching approx. 1000' AGL I turned left and climbed staying in the pattern to remain close to the airport. I climbed out on the downwind leg to approx. 2,500' MSL and announced my intentions of maneuvering around the airport area at that 2,500' MSL altitude. 2 - 3 circuits were made around the airport area monitoring all flight parameters, which were good. I announced intentions of leaving the airport area and headed south on an approx. 180 deg. heading on the upwind leg. I climbed to 3,500' MSL and performed a power-off stall approx. 8 miles south of the airport to confirm stall warning horn operation. It performed correctly. After recovery, I switched tanks to the left tank because, although no maintenance had been performed on the left tank, I wanted to verify its correct operation. I turned left headed east at about 3300' MSL when a very minor engine mis caught my attention. I scanned the panel finding all parameters seeming to be normal. I

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continued the turn and the engine mis began to increase with the engine shaking. I could no longer maintain altitude and was descending at somewhere between 150'-300' FPM. I increased mixture, cycled the fuel pump on/off to see if it made any change, then switched tanks back to the right tank and completed the turn established on a heading of 360 deg. for a straight in approach to H68 RWY 36. I was approx. 7 miles south of the airport at this time. The Engine mis and altitude loss continued. I made radio calls to a friend at the airport whom I had given a handheld radio to for checking the radio transmission while I was maneuvering in the area. I planned for several open fields around me as possible landing spots. After trying all possible engine and fuel control adjustments, I found that adjusting the mixture control to other than full rich (leaned out about ¼ to ½ way) provided a very minor engine power increase. It appeared as if making RWY 36 could happen, so I proceeded to the airport. The engine mis continued after the brief increase in power and eventually became worse to the point that no more adjustments to engine controls would realize any power improvement. The engine then quit altogether and wind-milled with no engine control adjustments bringing it back to life. I began a slow righthand turn to an alternate field I spotted just to the south of Hwy 51. As I turned to line up with the field it became apparent that I was not going to make the target landing spot. The plane was gliding at minimum controllable airspeed by now so I braced for impact as best as possible. I impacted trees and brush on the north side of HWY 51, which stopped me from crossing through the Hwy at after-rush hour traffic going from Wagoner to Tahlequah.

The plane came to rest facing east between the tree line and Hwy. I immediately switched the fuel selector to "Off" and turned off the master battery and alternator switches. I could not exit the pilot side door because it was jammed so opened the passenger's side door and exited walking to the edge of the HWY. There, passersby stopped to provide aid and called 911.

The entire flight duration from takeoff to the crash site was approx. 30-40 minutes, to the best of my recollection.

James Stiles

Integrity Airmotive, LLC
[REDACTED]