

Date	Aircraft	Route	TYPE OF PILOTING TIME										CATEGORY / CLASS			LANDINGS			INSTRUMENT				TRAINING			Additional Comments and Remarks
			Total Time	PIC	SIC	Solo	Night	NVG	NVG Ops	XC	ASEL	AMEL				Full Stop D	Full Stop R	All	Actual	Sim	Holds	Approch	Dual Cmn	Dual Rcvd	Sim Flight	
04/30/19	N85AS (FOX)	KCEW - KCEW	1.1	1.1	0.0	0.0	0.0	0.0	0	0.0	1.1	0.0				2	0	3	0.0	0.0	0	0	0.0	0.0	0.0	
05/07/19	N85AS (FOX)	KCEW - KCEW	0.4	0.4	0.0	0.0	0.0	0.0	0	0.0	0.4	0.0				1	0	5	0.0	0.0	0	0	0.0	0.0	0.0	
05/07/19	N85AS (FOX)	KCEW - KCEW	0.4	0.4	0.0	0.0	0.0	0.0	0	0.0	0.4	0.0				1	0	5	0.0	0.0	0	0	0.0	0.0	0.0	
05/08/19	N85AS (FOX)	KCEW - KCEW	1.0	0.0	0.0	0.0	0.0	0.0	0	0.0	1.0	0.0				1	0	5	0.0	0.0	0	0	0.0	0.0	0.0	
06/01/19	N85AS (FOX)	KCEW - KCEW	1.0	1.0	0.0	0.0	0.0	0.0	0	0.0	1.0	0.0				1	0	4	0.0	0.0	0	0	0.0	0.0	0.0	Pilot: Landing at Sky Park and KCEW and two off-field touch and goes
06/01/19	N85AS (FOX)	KCEW - KCEW	0.5	0.5	0.0	0.0	0.0	0.0	0	0.0	0.5	0.0				1	0	4	0.0	0.0	0	0	0.0	0.0	0.0	
06/01/19	N7317Q (C182)	KCEW - KCEW	1.5	1.5	0.0	0.0	0.0	0.0	0	0.0	1.5	0.0				1	0	3	1.0	0.0	0	2	0.0	0.0	0.0	Approaches: VOR 17, VOR
06/02/19	N7317Q (C182)	KCEW - QJ4 - KCEW	1.0	1.0	0.0	0.0	0.0	0.0	0	0.0	1.0	0.0				1	0	2	1.0	0.0	0	1	0.0	1.0	0.0	Approaches: RNAV (GPS) 22
06/02/19	N85AS (FOX)	KCEW - KCEW	0.7	0.7	0.0	0.0	0.0	0.0	0	0.0	0.7	0.0				3	0	5	0.0	0.0	0	0	0.0	0.0	0.0	
06/02/19	N85AS (FOX)	KCEW - KCEW	1.0	1.0	0.0	0.0	0.0	0.0	0	0.0	1.0	0.0				2	0	3	0.0	0.0	0	0	0.0	0.0	0.0	
		KCEW - 1AL4																								Pilot: After touchdown, the grass was so slick I could not get the plane stopped. There was no option to go around by that point due to trees, power line, and lack of distance to climb. I had slowed the plane with full flaps and about 65 mph upon dropping past the trees on the east end of 27. Plane still floated a bit and touched down about one quarter in. Strip was 2400 which left me 1800 for roll out, but the back side of 27 had a down slope and grass was slick as snot. Chose to try and turn plane to avoid jumping road and hitting houses or power line. The Lord placed a culvert in front of me to keep plane from jumping road and possibly flipping or hitting house or power lines. My passenger advised that I said, "Prepare for an abrupt stop." Turned all power off, removed keys and shut off fuel. Vent pipe was leaking so attempted to tape it closed. Left plane to get treatment at urgent care. Called Mike Schofield for legal counsel on what to do next. Sent pictures to him. Notified owner of the field as well. Upon return to the plane, news crews were there with Baldwin County sheriff deputy's. They called FAA and I met with them as well. FAA said due to the damage of the plane, it had to be classified as an accident and not an incident.
06/04/19	N7317Q (C182)		0.8	0.8	0.0	0.0	0.0	0.0	0	0.8	0.8	0.0				1	0	1	0.0	0.0	0	0	0.0	0.0	0.0	
06/21/19	N85AS (FOX)	KCEW - KCEW	0.8	0.8	0.0	0.0	0.0	0.0	0	0.0	0.8	0.0				1	0	5	0.0	0.0	0	0	0.0	0.0	0.0	
06/22/19	N85AS (FOX)	KCEW - KCEW	1.3	1.3	0.0	0.0	0.0	0.0	0	0.0	1.3	0.0				1	0	1	0.0	0.0	0	0	0.0	0.0	0.0	
06/23/19	N85AS (FOX)	KCEW - KCEW	1.9	1.9	0.0	0.0	0.0	0.0	0	0.0	1.9	0.0				2	0	2	0.0	0.0	0	0	0.0	0.0	0.0	Pilot: Hobbs time is more exact than stratus tracking. 1.9 from start to land and shut off.
		TOTALS THIS PAGE	13.4	12.4	0.0	0.0	0.0	0.0	0	0.8	13.4	0.0				19	0	48	2.0	0.0	0	3	0.0	1.0	0.0	
		TOTALS TO DATE	226.9	167.3	10.0	27.1	16.1	0.0	0	55.1	218.3	5.3				205	44	625	9.3	13.6	0	22	0.0	67.9	4.0	