

Claim Number:

LOSS STATEMENT

1) YOUR INFORMATION

Name: Robert F. Welch Occupation: Retired
Street Address: [REDACTED]
Driver's License # and State: [REDACTED] Date of Birth: [REDACTED]
Home Phone No.: [REDACTED] Work Phone No.: [REDACTED]
Pilot Certificate No.: [REDACTED] Date Issued: July 2002
License: Student ☐ Private ☒ Comm. ☐ ATP ☐ CFI ☐ CFII ☐ CFME ☐
Ratings: Airplane ☒ SEL ☐ MEL ☐ Sea ☒ Ins. ☐ Helicopter/Rotorcraft ☐
Medical Cert. Date: 3rd 2018 BasicMed Class: 3rd until 2018
Limitations: [REDACTED]
BFR Date: 6/10/2022
Flight Experience: Total Time: 2141.5
Total Category: 2141.5 Total Class: SE 2141.5 Total Make & Model: 200D-5
Last 12 Months: 38 Last 90 Days: 28.5

2) AIRCRAFT INFORMATION

Nr 7223M Year 1958 Make Cessna Model Skylark 175
Date Last Annual: 7/5/2022 Time Since Annual: approx 100 days
Tach Time Now: [REDACTED] 100 Hr Inspection: [REDACTED]
Name & Address Registered Owner: Robert F. Welch
Current Location of Aircraft: Emerson Aviation Laconia Airport, NH

3) ACCIDENT/LOSS INFORMATION

Date 11/10/22 Time approx 3:45p Location Laconia Airport
If at an airport, name of airport: Laconia
Type of Loss: In Flight Loss ☒ Ground Loss ☐
Aircraft use if IN FLIGHT: Pleasure/Personal ☒ Business ☐ Instructional ☐ Commercial ☐

4) DESCRIBE EVENTS AND CIRCUMSTANCES THAT LED TO THE ACCIDENT OR LOSS, AND THE NATURE OF THE ACCIDENT OR LOSS. Include a sketch if appropriate. Attach additional sheets if more space is needed.

On 11/10/22 I departed Abbott Field in Southern Maine at approx. 3pm to fly to KBAF with a fuel stop at Laconia Airport where I could also determine if I would continue the flight or stop and spend the night at a friend's house. Departure was non eventful and the aircraft was operating smoothly. The winds were from the WSW
(see page two for additional information)

and the Sun was almost directly ahead and extremely glaring. The flight was to be under an hour at 95-100 mph air speed with approx 66 NM to Laconia. I had checked the fuel tanks and indicated useable fuel to be above 12 gal left tank and 13 useable right tank. The selector was on "Both". I added 5 gal.

100 LL to the left tank just prior to departure. Navcom was operating well and set for Laconia, the radio was picking up and transmitting communications. I did pick up traffic on the radio from Laconia along the flight and approx 15 M. NE I heard 2 aircraft in the pattern there. When I was approx 7 miles out the traffic had departed and there was apparently no other air traffic. I announced my entry into the pattern and in tactics at 1550, the sun glare was making the forward view restrictive. I made continuous efforts to block the sun glare.

I extended the downwind for Runway 26 with a moderate tailwind and planned to make a gradual approach and descent on final to get the best forward view and peripheral views of the area. No traffic was seen moving on the ramp, taxiways or runway. No traffic was heard over the radio. Sun glare was still restricting the view directly ahead and the brightness inside the cockpit made it difficult to observe instruments. I descended toward what I was convinced was the runway. I remember nothing else from that time forward