

Under Legal Privilege

Alan Villon

2/29/24

2/27/24 Incident Statement.

Prior to the accident Onzem and I were cleared for the ILS 9R approach at KSFB. During this time I was flying under simulated IMC conditions (foggles). I had controls at this time. A/c were then switched to Tower. Once we were switched to Tower, Onzem requested a full-stop at 9C. We were then cleared to land and switch over to 9C. Onzem then told me to go visual. I removed the foggles and noticed I was low. We then initiated exchange in flight controls. Onzem now had flight controls. We had a lot of distance from the runway and the approach was still very stable. Descent and approach checklists were properly done when requested for the ILS. Onzem then continued to apply correction to the approach on 9C. He applied more power in order to increase our altitude. In this phase of the flight we felt the increase its speed in RPM and gained a bit of altitude for a short period of time. Quickly after, Onzem stated that we have lost our engine, the aircraft was no longer climbing. Onzem then pitched down in order to gain airspeed since we lost our engine in a pitch up attitude. I was then looking for a best place to land since Onzem had controls. We had the runway in sight but not enough lift. so I was unsure we could reach it. Onzem was able to avoid obstacles that could potentially endanger people on the ground (operating vehicles). He then pitched up as we impacted in order to land level. After the aircraft stopped moving during the crash landing Onzem was able to evacuate as I immediately opened my door (left) for the passenger. Once the passenger (Gavin) was able to evacuate I then proceeded to remove my seatbelt and evacuate the aircraft. We ran clear of the aircraft in order to avoid the hazardous scene and recovered ourselves on the grass.

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First responders arrived after a couple of minutes. Vitals were taken. I was then transported to the hospital for potential injuries.