

Time: listed in 24 hr format.

Weather Check: I utilized the Weather Bug app, and Foreflight app to check weather conditions two days prior, the night prior, and at 0830 on the day of departure.

Friday, February 3, 2023:

At approximately (approx.) 0930, I conducted a preflight inspection of my aircraft N123JV F35 Beechcraft Bonanza, which consisted of items per the F-35 aircraft checklist.

Before boarding the aircraft, I conducted an extensive pre-flight safety briefing for all passengers.

At approx. 0950, I conducted a pre-flight runup prior to entering runway 32 for departure to Haleyville, Alabama (1M4).

At approx. 1000 I departed Gladewater Airport (07F) and, upon departure, picked up flight following with GGG. I continued flight following throughout the flight and discontinued Memphis Center before landing at 1M4. During the flight to 1M4, I had a slight headwind with a fuel burn of approx. 11.8-12.1 gph. We arrived at 1M4 at approx. 1300. Upon arrival, an employee of 1M4 refueled my aircraft and topped off all tanks. After the employee completed the refuel, I checked the fuel sumps utilizing an aircraft fuel tester and noticed the fuel was very clear. I added 4-5 drops of water to the fuel tester to ensure it was, in fact, fuel and not water. The fuel check result was good.

Sunday, February 5, 2023:

Weather Check: I utilized the Weather Bug app and the Foreflight app to check weather conditions one day before departure and at 0900 on the day of departure.

At approx. 0930 I conducted my pre-flight inspection of the aircraft, which consisted of items per the F-35 aircraft checklist, while the passenger waited in the FBO. After concluding my inspection, I entered the FBO and conducted another passenger's pre-flight safety briefing.

At approx. 1000, I conducted a pre-flight runup prior to entering runway 18 for departure to Gladewater, Texas (07F).

At approx. 1005, we departed 1M4 en route to 07F. I contacted Memphis Center for flight following, climbed to 6500ft, and maintained level flight on a heading of

approx. 258 degrees. At 6500ft, I encountered moderate turbulence, at which time I advised ATC I was climbing to 8,500ft; ATC acknowledged my transmission by saying, "maintain VFR." I flew on my left fuel tank for approx. 45 mins, then transferred over to the right fuel tank, flying on it [right fuel tank] for approx. 1.25 hrs. Then I transferred to my Aux. fuel tanks and flew on them until I entered the traffic pattern for 07F. At approx. 35 nautical miles (NM), I tuned into AWOS at KASL, Harrison County. I started my descent from 8500ft at approx. 30 NM out from 07F. I was about to contact GGG to ask for wind direction when they [GGG] assigned another aircraft to land on runway 13 at GGG, which corresponded with AWOS from KASL. During my descent, while over the Longview/Whiteoak area, my altitude was too high to enter the traffic pattern, so I performed a 360-degree maneuver to drop altitude. I entered the pattern at a 45-degree left downwind for runway 14. While on left downwind, I was at approx. 1,800 ft at a speed of approx. 125 knots. I announced to the passengers, "I am going to raise the noise up to slow the plane down to about 100 knots so the landing gear can safely be lowered." I noticed the windsock on the airfield indicated a strong westerly crosswind. After putting the landing gear down, I applied approx. 2 seconds of flaps. I then changed to the left fuel tank and continued in the pattern. I turned left base and then lined up for final. During this time, we experienced moderate turbulence. As we got closer to the runway, I made a comment to the passengers, "look, girls, one red light and one clear light means we are at the perfect altitude." As I was attempting to land, the plane continued to float and would not settle to the ground while we experienced moderate to severe turbulence. The plane was being bounced and pushed off the center of the runway, at which point I felt like I needed to initiate a missed approach (the aircraft never touched the ground). I then went full throttle and raised the flaps but noticed extremely low power. The power was so low at full throttle that I had to maneuver the aircraft to avoid striking trees at the end of the runway. The aircraft only achieved less than 100ft AGL. After clearing the trees, the engine stopped. I then checked for full throttle and checked for the mixture to be full rich. I went back to the throttle and exercised it several times, the engine attempted to start; however, it failed to restart. During my attempt to restart the engine, I was scanning for an unobstructed area; however, there was no available area, and the aircraft continued to lose altitude, heading toward a powerline on my left. In maneuvering the plane away from the powerlines on the left, my right wing struck a tree approx. 10-15ft off the ground, sheering off the right wing, knocking me unconscious, and spinning the entire aircraft 180 degrees just prior to impact in a pond. I regained consciousness within approx. 1 minute or so and noticed water

rushing into the cabin. I attempted, with the assistance of the front seat passenger, to open the cabin door, but it would not open. I opened the right rear emergency window and had the three passengers exit the right window into the water, while I opened the left rear emergency window and exited after the passengers had cleared the plane.

Note: From the time the plane's engine failed and we hit the water, it couldn't have been more than a minute or two at most.

It all happen very quickly

////////// End of Statement//////////