

Sept 1st 2023

1700 - Weight and Balance was calculated, Taking off and Landing Performance was calculated for the weight of the trip, Outlook weather brief was acquired and verify minimum altitude require to fly over the Gran Canyon.

Sept 2nd 2023

0530 – I arrived to Falcon Field (KFFZ) to do the preflight inspection. Nothing looked out of the ordinary, fuel levels where at tabs 18 G per side, total of 36 G of 100LL.

0600 – Claudio arrived with the other passengers and perform a quick preflight. We confirmed the weather from the Weather brief from last night with Foreflight, before starting the plane. We established the role and seat assignment for the flight Claudio was going to be PIC and seat on the left side, and I was going to be seated on the right side. And the other two passengers were going to be seated on the back row.

0630 – We obtain the ATIS for KFFZ, started the plane and conducted our run up and lean procedures before contacting tower. Approximate 15 mins we got clearance to take off from 04R, we performed a short filed take off. After taking off we headed North to Prescott Regional Airport (KPRC), which was a fueling stop in our flight plan of the day. We climbed up to 6,500 it took us approximately 15 min to reach cruising altitude. During cruise there were some clouds in the area, we climbed to 7,500 for a few minutes to avoid the clouds. After clearing the clouds, we descended back to 6, 500.

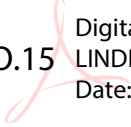
Approx 0700 we arrived to KPRC area we obtained the current weather at the airport and proceed on contacting tower. Approximately 15 mins later we were cleared to land on 21L. We asked ground to guided us to the FBO since I was unfamiliar with the airport. Once at the FBO we instructed the ground crew to fill up the tanks to tabs. During our stay at the FBO we check on the weather once again at the Gran Canyon and see what the cloud layer was. Once the plane was fuel up, I checked to make sure we were at Tabs with the fuel and not over, the fuel level was good. We loaded the plane the same way we have done previously on our flight to KPRC.

Approx 0800 We obtained the current ATIS at KPRC 140@5 19/16 Alt 30.27 Density Alt 6,000 information Z we taxi the plane towards 21L for departure. Once we reached the run up area, we conducted our run up check list and leaning checklist. All instrument were on the green. While holding short @D7 21L we ask for a short delay, since we were going to due a short filed take off. In the meantime, we were waiting to get cleared we went through the short field checklist and verifying we had the proper flaps selected (flaps 25) and went over rotation speed (55 knots) and climb speed (64 knots). Once we were on the same page and got clearance from ATC we enter the runway. Once centered line we applied the brakes, full throttle, look at the instruments, they looked good. We release the brakes and staring rolling out, our calculated roll out for the current weight, density altitude and take off setting, was around 2,700 ft. Once we got to the around 3,000 ft then we went airborne. For the first couple of second everything look sounded perfectly normal. Once we reach 200 ft AGL the airplane stopped climbing, that is when I noticed the stall light was going off with every intent of us on pulling on the Yoke to maintain the climb. After a few seconds on trying to gain airspeed by leveling the nose, the airplane was not able to maintain altitude or gain any significant air speed. At that moment we realized that we needed to conduct an emergency landing. We looked for a best place to land I spotted an empty road with no traffic to the

right of us. Claudio was not able to see the road from the Left seat. I took controls and guided the plane to the road meanwhile Claudio was performing the power off landing from memory since we had little to no time to pull out the checklist. On the last seconds of the flight, I called in a May Day call, not sure if it went out since simultaneously we hit a the top of the trees on our path and right after a tree branch to the left of the plane made contact with the left wing. I didn't see the tree branch due to the proximity and the angle that the plane was from the trees. After colliding with the branch, the plane spun like 270 degrees, what it felt like anyways and ended up next to the road we were trying to make our landing on. We exited the vehicle, and first responders arrive with in 2 mins from the crashed.

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