

INSPECTOR STATEMENT

Accident #

**Pilot NAME: Craig Comstock
N929DE SR 22**

Narrative Statement:

On 7/14/17 Mrs. Mary Comstock ([REDACTED]), the passenger on N292DE was interviewed. This is a record of the interview when asked if she could tell me what she remembered of that flight:

The taxied down to the end of the runway for a run up. Craig was always very precise and competent and checked everything. When they took off there was “tons of runway left”. They banked north to head to Centerville for fuel since there wasn’t any on field. Mrs. Comstock was looking out the window at all the planes and people when she heard and felt the engine lose power. She looked at Mr. Comstock wondering, “what’s going on?” stating she thought he pulled power back to “buzz everyone”. She “looked at him and realized by the look on his face that the plane had an issue.” Mrs. Comstock stated that the engine “sounded like it missed.”

At that point she estimates they were approximately 200-300 feet above the ground and Mr. Comstock attempted to fix the issue. “he changed from the right fuel tank to the left, checked the mags, and messed with something else with the fuel, I don’t know exactly what it is called, the fuel boost. He messed with everything. He messed with the mixture. Nothing was working.”

During this time it is reported that Mr. Comstock looked around for terrain to land and said, “we are going to crash or go down, I don’t remember exactly to which he said, but the last thing before we hit he said to me ‘I am really sorry honey.’” Mrs. Comstock thought she was going to die. It’s reported that Mr. Comstock slowed down as much as he could to help with the impact. Mr. Comstock had read somewhere that “going into trees is better than making a smoking hole in the ground.”

Mrs. Comstock heard them hit the trees and she believes pilot maneuvered the plane so she would be in an area where the trees were less dense and she would have less of an impact. After stopping Mrs. Comstock realized she was still alive and checked Mr. Comstock. Mr. Comstock “may have been briefly knocked out and asked ‘what happened’ over and over.” She could smell the fuel and hear it coming from the wings. She stated Mr. Comstock kept his cool as he “guided” the aircraft down.

She stated the aircraft usually sounds like a hot rod car, but after liftoff it sounded like it kept “skipping a beat.”

Mrs. Comstock asked about where the plane was and stated they had personal belongings they would like back. This inspector informed them that the Garmin unit that was connected to the dash had been sent it. She thought they may have had another portable Garmin unit that was still in the cockpit.

Mrs. Comstock stated the aircraft had it’s annual inspection before they purchased it and there was “electrical” (avionics) issues that had to be fixed before they purchased the aircraft. Everything was fixed before they purchased N929DE.

Inspector Name:

Work Address:

Work Phone:	
Signature:	Date: