

INSPECTOR STATEMENT

Accident # CEN17LA263

Pilot NAME: Craig Comstock

Narrative Statement:

7/27/17

Mr. Comstock called today and was able to give the account as follows:

When he first landed in Corydon, he was marshalled to park on top of dead grass. Mr. Comstock stated he was leery about parking there and wonders if that contributed to the engine problems, since when he started up it threw a lot of grass/hay in the air and wondered if some got sucked into the engine.

Mr. Comstock stated the engine ran fine on the ground, he taxied out to the end of the runway, did a run up, put the boost pumps on and completed the before takeoff checklist. Mr. Comstock stated the fuel gauges read half tanks on each side, which was plenty of fuel, but they were going to Centerville to get more because he had a long trip planned for the next day. The takeoff went as expected and took approximately 1200 feet of runway, which he stated was normal for the aircraft. After becoming airborne, Mr. Comstock stated he turned toward Centerville and the engine "sputtered". At that time, he switched the fuel tank, checked the mags and couldn't get the engine to start.

Mr. Comstock stated he had read numerous NTSB reports over the years about pilots who survived plane crashes and an option was to stall the plane into trees. Mr. Comstock stated that was the "best viable option for them" since the other was "hilly ground." Mr. Comstock went on to say that he picked out the "biggest grove of trees." Mr. Comstock stated on the other side was a ridge so if he missed they would be a "smoking hole" and on another was more trees. So he then "reduced airspeed as much as I could before going into the trees."

This inspector questioned for clarification about the sputtering, particularly if the engine completely quit or if it just made sputtering noises. "Oh it completely quit. It was the scariest silence I have ever heard."

Mr. Comstock stated the aircraft received its annual back in February and a pre buy inspection was completed before purchase. He also confirmed what Nancy stated that Avionics work was completed on the aircraft before purchasing, stating that the MFD had to be sent into Avidyne to be fixed.

When asked if he was able to use the emergency checklist, he also confirmed previous statements that they were only approximately 200 feet AGL, so he did not have time to do the checklist, only some of the memory items.

Inspector Name:

Work Address:

Work Phone:

Signature:

Date: