

I, Michael A. Mathis have prepared a statement of events from the Incident that occurred on December 18th, 2019 around approximately 1910 local in N5406R at I67 airport

On the night of 18 December 2019, Caleb and I were doing some Instrument training in VFR conditions. We started out at our I67 and flew towards KLUK VFR. We contacted Cincinnati Approach for vectors for the LOC 21L to a full stop. Upon our landing we did a VOT check, after which we requested taxi to depart for another practice approach, this time the LOC BC Rwy 3R to a missed approach. Upon the missed approach we were vectored out for the VOR Rwy 19 at I67. Once we were released from approach control I became the approach control for Caleb. I told him the missed approach would be straight out. He had planned to join the pattern for runway 19. The latest check on the wind was 290@10Kts meaning an approach to Runway 1 would be preferable. As Caleb turned crosswind and at approximately 1400' I introduced a simulated engine failure. He executed a power off 180 to return to runway 1 as he had learned in his previous training.

When he completed the turn back to the runway, he performed the engine failure during flight checklist and was aligned with the runway with the appropriate crab into the crosswind and on the VASI for Runway 1. At approximately 200 feet I went to clear the engine by pushing in the throttle and the engine stopped producing power. At that time I took control of the aircraft with a positive transfer of controls. As a result of the loss of power, a few smaller trees at the approach end of the runway were unavoidable and were clipped; we then safely landed on the runway.

Once the aircraft came to a stop, we both exited the aircraft and inspected it, finding no damage to the gear or prop. We decided to try to start the aircraft and taxi clear of the runway. The aircraft started, so I taxied the aircraft clear of the runway, performed the after landing checklist and taxied to the hangar. Neither Caleb nor I were injured in anyway.

Once we pushed the aircraft into the hangar we saw the only damage to the aircraft occurred in 2 places on the left wing. The lower rudder cap was scraped and cracked and scrape marks on the rear of the empennage just forward of the tail tie down, which also had abrasion marks.

We discussed the damage and read through the FAR/AIM part 830 and agreed the damage did not seem substantial and didn't consider the loss of power an engine failure due to the fact the engine restarted on the ground.

Michael Mathis

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