From: **Bob Hudson** [redacted]
Subject: Narrative
Date: October 26, 2014 at 12:00 PM
To: bob[redacted]

This is a narrative of a flight in N259H, an experimental Van's RV9a piloted by Robert T. Hudson on September 29, 2014.

The flight departed between 1:00 and 1:30 P.M. from a grass strip located southwest of Grove, Oklahoma, where the plane was hangared. Along with a normal pre-flight inspection of the airplane, I calculated fuel on board to cover the estimated flight time plus 30 minutes in route to Hobart, OK (KHBR) where we would refuel and continue to Marfa, Texas. Due to broken cloud cover at approximately 8,500 feet, I ascended to 10,500 feet and continued at that altitude with a slight indicated tailwind throughout

the duration of the flight. After reaching cruising altitude, I established flight following in the vicinity of Tulsa, Oklahoma and remained with flight following with the last contact being Altus Approach.

During the flight I continually monitored fuel, switching tanks at 30 minute intervals confident that I would reach my destination. With my GPS indicating an ETE of ten minutes, the fuel monitor showed that I had 39 minutes of fuel left which corresponded with my initial calculations. After depleting the fuel in the left tank, the right tank indicator had fallen to five gallons. With a burn rate of 6.0 gallons per hour, I remained

confident we would make it down with fuel

to spare. At just over a five minute ETE I observed an indicated three gallons of fuel in the right tank which concerned me somewhat since it exceeded the burn I was expecting, but having flown the tank empty in other flights at altitude and the indicator always working properly, I was not overly concerned. With a nice rate of descent, I had the airport in sight as I approached a five minute ETE. Having already been notified that Altus Approach had lost me on radar in the descent, they were remaining in radio contact. At just under the five minute ETE, the motor died. I radioed Altus Approach informing them of my situation

and of the opinion that we would make the runway. For most of the remaining time, the

approach continued to look good with a strait in approach to runway 21. With approximately two to three miles left and still in contact with Altus Approach, I realized we would not make the runway and diverted to the left where I had previously spotted a road and an adjoining field. The road was my first choice, but an additional turn would be required at a low speed with little room for recovery and I set up to land in the field. My normal approach procedure was to stay at 60 knots or more in a turn, slowing to 55 coming in. The plane always stalled at 40 knots. As I

reached 55 knots, approximately 20 to 25 feet above the ground, the plane began to enter into a stall. At that point I decided my

best course of action was to ease the stick forward slightly and ride it down. Encountering a hard landing that crushed the nose gear and bent the main gears considerably, we came to rest after spinning clockwise between 90 and 180 degrees. I observed no indications at any time that led me to believe there were any problems with the engine up to the time it stopped running.

Sent from my iPad