

I ARRIVED AT THE EXAMINATION LOCATION AND MET THE FAA DPE, DOYLE REYNOLDS, FOR MY ATP ORAL AND FLIGHT EXAMINATION. WE CONDUCTED A GROUND (ORAL) EXAMINATION. I WAS INFORMED THAT I HAD PASSED THE "ORAL" EXAMINATION. WE BRIEFED THE FLIGHT. WE REVIEWED THE AIRCRAFT MAINTENANCE FORMS, WHICH SHOWED THAT THE AIRCRAFT WAS LEGAL TO FLY. THE PLAN WAS TO DEPART FROM KORK VFR AND PROCEED TO THE SOUTH TO PERFORM MANEUVERS REQUIRED FOR THE ATP EXAMINATION. THESE MANEUVERS WERE TO BE FOLLOWED BY MULTIPLE APPROACHES TO KPBF (PINE BLUFF), AND A THEN A RETURN TO KORK. DURING THIS BRIEFING, THE PHRASING FOR A POSITIVE TRANSFER OF AIRCRAFT CONTROL WAS BRIEFED WITH THE DPE IN THE EVENT OF AN ACTUAL IN-FLIGHT EMERGENCY (IFE). WE BRIEFED THAT IN THE EVENT OF AN IFE, WE WOULD HANDLE THE EMERGENCY TOGETHER TO BRING THE AIRCRAFT BACK FOR A SAFE RECOVERY. I PERFORMED THE WALK-AROUND INSPECTION, WITH THE DPE FOLLOWING BEHIND ME CHECKING MY WORK. NO DISCREPANCIES WERE IDENTIFIED. THE AIRCRAFT HAD BEEN PREVIOUSLY FUELED TO NEAR MAX LEVELS (WHEN VISUALLY INSPECTED) ON BOTH WING TANKS. FUEL SUMPING SHOWED NO WATER IN THE FUEL. LEFT ENGINE START WAS ACCOMPLISHED FIRST AND WAS UNEVENTFUL, HOWEVER THE LEFT BOOST PUMPS WERE REQUIRED TO START THE RIGHT ENGINE, AND THE DPE PERFORMED THIS CROSS-FED BOOST PUMP STARTING PROCEDURE. FUEL SELECTORS WERE RETURNED TO THE RIGHT AND LEFT TANK-TO-ENGINE CONFIGURATIONS, AND WERE VERIFIED BY BOTH THE DPE AND MYSELF. TAXI TO RUNWAY 05 WAS UNEVENTFUL. RUNUP WAS PERFORMED, AND NO DISCREPANCIES WERE NOTED. MAG DROPS WERE WITHIN LIMITS, ALTHOUGH A SLIGHTLY HIGHER DROP WAS OBSERVED ON THE LEFT ENGINE THAN ON THE RIGHT ENGINE, STILL WITHIN LIMITS. FOLLOWING RUNUP, STANDARD CTAF CALLS WERE MADE FOR DEPARTURE FROM RUNWAY 05. TAKEOFF THROUGH GEAR-UP WAS UNEVENTFUL. I PERFORMED THE TAKEOFF. AT APPROXIMATELY 700 FT MSL, A CHANGE IN ENGINE TONE WAS HEARD, AND NOTICABLE LEFT YAW DEFLECTION WAS FELT. AIRSPEED WAS AT BLUE LINE (111MPH). I HELD RIGHT RUDDER INPUT, AND SLIGHT RIGHT BANK, BUT NOT AS MUCH AS I HAD FELT DURING PREVIOUS INTENTIONAL (TRAINING-PRACTICE) LEFT ENGINE SHUTDOWNS (THESE WERE PERFORMED DURING PRACTICE PER THE CHECKRIDE SYLLABUS). I VERBALIZED THIS TO THE DPE, AND ALSO VERBALIZED THAT THE LEFT ENGINE WAS ROTATING AT APPROXIMATELY 2,200 RPM. I ANNOUNCED THAT I INTENDED TO LEAVE THE LEFT ENGINE RUNNING BECAUSE (AT THAT TIME) IT APPEARED TO BE PROVIDING POSITIVE THRUST. THE DPE VERBALLY CONCURRED WITH THIS ACTION. WE WERE ABLE TO CLIMB TO APPROX 800 FT MSL PER THE ALTIMETER. I ANNOUNCED MY INTENT TO TURN LEFT BECAUSE OF THE INCREASED NUMBER OF LANDING SITE OPTIONS IN THAT DIRECTION. THE DPE VERBALLY CONCURRED WITH THIS ACTION. AFTER THE LEFT 180 DEGREE TURN, I ROLLED OUT ONTO A STABILIZED LEFT DOWNWIND FOR RUNWAY 05, WHILE STILL MAINTAINING APPROX 800 FT MSL. WE CONTINUED ON THE DOWNWIND, BUT AS IT PROGRESSED, THE LEFT ENGINE BEGAN TO HAVE CONTINUING DECREASED POWER. IT BECAME APPARENT THAT THE LEFT

ENGINE WAS NO LONGER PRODUCING POSITIVE THRUST. I FEATHERED THE LEFT PROPELLOR FOR AN ENGINE SHUTDOWN. FEATHERING THE PROPELLOR APPEARED TO HAVE VERY LITTLE TO NO EFFECT ON THE DRAG ON THE LEFT SIDE. AT THIS POINT I BEGAN AN ANGLING TURN TOWARD THE AIRFIELD ENVIRONMENT, AND AWAY FROM POPULATED AREAS. I HAD TO AVOID THE LARGE WATER TANKS ON THE AIRFIELD PERIMETER. I SUSPECT THAT THE LEFT PROPELLOR DID NOT COMPLETELY FEATHER BECAUSE DESPITE USING FULL RIGHT-AILERON AND FULL RIGHT-RUDDER, I WAS STILL UNABLE TO MAINTAIN A WINGS LEVEL ATTITUDE. ADDITIONALLY, AIRSPEED WAS DEGRADING. THE AIRCRAFT WAS IN A ROLL TO THE LEFT AND DESCENDING. I ATTEMPTED TO AVOID FUEL TANKS, CONCRETE BARRIERS, AND STRUCTURES ON THE GROUND. I CONTINUED TO PROVIDE CONTROL INPUTS UNTIL IMPACT TO AVOID THE ABOVE LISTED ITEMS. AS IMPACT APPROACHED, THE AIRCRAFT APPEARED TO BE IN A 45+ ANGLE OF LEFT BANK, WITH A SLIGHT NOSE DOWN ATTITUDE. AFTER IMPACT, I EXITED THE WRECKAGE THROUGH THE LEFT SIDE OF THE AIRCRAFT. INITIALLY I SUSTAINED MODERATE BURNS TO THE BACK OF MY HEAD AND LEFT LEG. AFTER EXITING, I OBSERVED THE DPE STILL IN THE BURNING WRECKAGE, ALTHOUGH NOT MOVING. I MADE MULTIPLE ATTEMPTS TO RE-ENTER THE WRECKAGE TO REMOVE HIM FROM THE AIRCRAFT. DURING THIS TIME, I SUSTAINED SEVERE BURNS TO MY FACE AND ARMS. DESPITE MY BEST EFFORTS, I WAS UNABLE TO PULL THE DPE FROM THE WRECKAGE. I CALLED 911 EMERGENCY AND REPORTED THE CRASH, AT WHICH POINT, OTHER PEOPLE BEGAN TO RESPOND TO THE CRASH.

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