

**From:** Victor Cordero  
**To:** Stein Stephen  
**Subject:** RE: NTSB Investigation: N19VC 6120.1 Form  
**Date:** Wednesday, February 26, 2014 11:58:06 AM

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Steve,

This is a narrative of what I remember and also my recollection after listening to the ORL Tracon tapes of the event. All times, altitudes and numbers listed are approximate and not necessarily exact.

Date: Feb 23, 2014

My fiance (Marlane Reichert, age 53), and I (Victor Cordero, age 68) were flying back with two other experimental RV's (N6CT, N14MW) on individual IFR flight plans from Marsh Harbour, Bahamas (MYAM).

Departure was about 11:30am local Bahamas time.

Cruise altitude en-route was 8000 feet. Spd 140 TAS which is normal for my RV9A.

On approach to the airport with a Radar Vector to Runway 9L at 3000 feet. I cancelled IFR to give approach a 'break' as far as IFR separation is concerned. I was cleared 'Present Heading' for a visual approach to Runway 9L. Time 1:28 PM local Sanford, FL time.

Time: 1:30PM local, Approx 12 miles from landing I 'lost power'. I have an Grand Rapids (Engine Information System) that monitors all critical engine parameters. A big red light location directly on the panel in front of me, Goes RED if something is wrong with the engine. 'No' light came on as I lost power. All engine functions appeared normal. But, the prop was not turning or providing lift.

At this time I turned on my 'backup' Battery, Fuel pump and switched fuel tanks. In that order. Again, I have practiced this on the ground over and over and no thought process was involved. I remember adding throttle but the prop was not responding. I could still hear the engine.

I called 'Mayday, Mayday..Engine quit' to Orlando Approach. ORL approach issued a radar vector to Appopka Airport located 4 miles away. I began the turn and decided the Appopka Airport would not work from my altitude now of about 2000 feet and descending.

I told my passenger (Marlane) to tighten her seat belt shoulder harness. This is something we practiced over and over on the ground in my hanger and before every flight. Our heads are very close to the canopy.

As I made my turn from about 030 to 260 as assigned by ATC, I saw a construction road. It looked like a dirt road that was being built in the woods.

I told Marlane of my plan to land on the dirt road and made my approach keeping in mind that the airplane will 'flip over'. This again is what Marlane and I talked about in preflight discussions. The RV's with the Nose Gear are likely to 'flip over' in an off field event.

My flaps lowered the flaps to 30 degrees, the maximum and began to slow the airplane. A two day Crash Course given by Rod Machado which I had taken years earlier, advises that the sudden stop OR the G forces is what kills the pilot.

As the airplane approached the dirt road and the airplane was slowing I noticed Heavy equipment, Bulldozer, Tall Cranes on the road. To avoid hitting the heavy equipment I turned slightly turn to the right.

The wings were too low for a hard turn and proceeded into the woods. I held off the nose wheel as much as possible to 'flip' at a survivable speed ( did not look at the airspeed indicator). When the nose wheel touched down, we immediately 'flipped over'.

I was knocked out unconscious for several minutes and had no sensation in my arms or legs. Marlane, because she had strapped her shoulder harness in hard, was awake and talking to me. Her head did not hit the canopy as hard as I did. If I was strapped in harder, I believe I would of be able to walk away from this crash also.

After my arms and legs began to work I turned of the Master switches (two) to stop the fuel pumps. We smelled gas fumes but there was no fire or smoke. However, we are trapped inside a potential fire event.

About 15 minutes (1:45pm local), according to the tapes, we heard the Sheriff Two helicopter land. Sheriff Tim Graham kicked out an opening of about one foot in the canopy that allowed us to get out. Marlane was walking around and I had neck injuries and was laying close to the wreck.

Her head did not hit the canopy as hard as I did. If I my shoulder harness was strapped in harder, I believe I would of be able to walk away from this crash also.

We both were taken to the trauma care unit at a Florida Hospital in Orlando and given MRI's. This was on Sunday. I was released on Monday at approx 3PM. Marlane was home by Tuesday before Noon.

The extend of our injuries is severe whip lasso for Victor. And a hair line fracture for Marlane with severe whip lasso. (Stretched Neck ligaments)  
No broken bones, only a few cuts and bruises here and there.

I believe we were extremely fortunate how things turned out. But, having practiced emergency procedures over and over in the hanger definitely helped to minimize injuries.

The airplane has a PSRU (Prop Speed Reduction Unit) connected to the propeller with a 'shaft'. I would like to exam this "shaft" to see if that was the cause of this accident.

I wish I could add more but I am still 'hurting' from this crash.

I will send you this initial report and will be happy to add as required.

Victor Cordero N19VC Van's RV9A with Eggenfellner 2.5L Subaru engine

