RECORD OF CONVERSATION

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Air Safety Investigator
Central Region

Date: July 11, 2019
Person Contacted: Joseph D Dougherty, accident pilot
NTSB Accident Number: CEN19LA216

Narrative: In a phone conversation with Mr. Dougherty, he stated the following:

He was conducting a normal flight at 2,500 ft. from UGN to ARR. When he arrived near ARR the weather conditions were IFR due to haze and 2 miles visibility, so he requested a special VFR clearance to get into ARR. ATC denied his request due to incoming IFR traffic. He told ATC he would loiter out northwest of ARR while waiting to get in if the visibility lifted or he could get special VFR. He stayed clear of ARR airspace and set engine to 1,900 rpm to hold outside of ARR airspace. The airplane was slowing for a minute or so with a minimum airspeed of 93 knots according to Foreflight data. He reduced the mixture some then the engine stopped rotating completely. He recalled that prior to the engine losing power he brought back mixture about 1" travel. The mixture cutoff was about ¾ of full travel so he didn't believe he had cut off the fuel. He then executed the inflight power loss checklist, which calls for a steep dive in the procedures. He dove the airplane about 45 degrees nose down starting at 1,700 ft AGL. He leveled off at 360 ft AGL and his airspeed was 165 knots. During the dive the airspeed was 30-40 mph over propeller restart speed but he had saw propeller rotation. Then he selected fuselage fuel tank, carburetor heat on, mixture full rich. He made a mayday call to ARR ATC, they acknowledged. He turned the airplane to align with tollway I-88. The preferred landing site would have been a field but he saw soybean crops and remembered recent heavy rainfall, which made for a bad landing situation and didn't want to risk the damage and/or injury. On I-88 the spacing of the cars was adequate to land the airplane without hitting anyone. So he proceeded setting up to land on I-88 about 100 knots. After aligning with road he leveled at 20 ft AGL and coasted over 2 cars, then planned to drop in between cars so as to not hit anyone.

A pickup truck was in front of him and he couldn't glide over it so he touched down before the truck. He landed the airplane between the reflector poles and the truck but there wasn't enough room for the right wing. The right canard or right wing touched the truck and airplane veered right toward truck and bumped it again. All three landing gear collapsed so he had no more directional control. Airplane went left to the median and slid into the reflector poles. Airplane rotated 360 degrees. The deceleration forces were mild so he only had minor injuries from the accident sequence. His foot was sticking out and struck one the of reflector poles. No airplane shutdown because he smelled fuel so he got out of the cockpit quickly. Law enforcement showed up very fast. He rode to hospital in an ambulance.

FAA completed an engine run following day and it ran just fine. But FAA didn't attempt to determine why the propeller would not windmill during a rapid descent.

He also noted that during his flight on July 6, 2019, from ARR to 8D1, he got carburetor icing in steady cruise flight and saw reduction of rpm like he expected of carburetor icing situation. He applied carburetor heat and the engine stumbled but recovered to full power after carburetor icing was cleared.

End of conversation.