

FAA Form 8020-26, Personnel Statement

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. Name of Reporting Facility:	2. Report Number:
		3. Aircraft Identification and Type:	
4. Location of Occurrence: Sebastian Municipal Airport		5. Date & Time of Occurrence (UTC): 1315	
6. Name (Operating Initials): John Abraham	7. Title: Chief Pilot	8. Position and Time (UTC): Approach end of RWY 10	
<p>9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</p>			
10. Text of Statement:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>On the morning of 23 July 2016 I was completing run-ups and crossing RWY 10 at X26 to RWY 5 for departure. N916TC taxied out and also completed its run-up at the approach end of RWY 10. Both aircraft were departing to head to Oshkosh, WI. After N916TC started its takeoff roll on RWY 10; I taxied across the approach end to taxi to RWY 5 since it was an additional 1,000'. After crossing RWY 10 we paused to watch the takeoff roll of N916TC. N916TC was loaded with two people and full fuel tanks (90 gallons) and a couple duffel bags. The plane was well below its maximum take-off weight which should take at gross no more than 1500' to rotate. On takeoff roll N916TC was past the RWY 5 intersection prior to rotation which is 2000' down the runway. N916TC climbed to about 50-75' and then seemed to loose airspeed and porpoised a few times and stalled straight ahead just east of RWY 10 about 250 yards off the departure end into a wooded area. I shut down and called 911 followed by the pilot to see if there were any injuries which none were reported.</p> <p>I asked the pilot after search and rescue if he notices during takeoff any EFIS warning lights and he stated that he did not. I also asked if he noticed any EFIS warning lights after the engine failure and he stated no. The EFIS installed in the aircraft is a Grand Rapids Technology HXR system which is set up with high and low operating perimeters. Upon an engine failure there should have been EFIS alarms for low oil pressure and fuel flow.</p> <p>Any questions I can be contacted at [REDACTED]</p>			
11. Signature of Witness: [REDACTED]		12. Date of Signature: 8/17/16	