

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME	DATE
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
JOHN STONTZ// [REDACTED] / [REDACTED]		SYMBOL	INITIALS
SUBJECT			
2021-08-16 PIC POST CRASH INTERVIEW 1334-1437L			
DIGEST			
-PIC DROVE HIMSELF TO THE AIRPORT AND FLEW A .8 LOCAL FLIGHT IN THE PATTERN, DOING 3			
LANDINGS. UPON COMPLETION HE PROCEEDED TO THE FUEL PUMPS.			
-12.8 GAL OF GAS WAS PURCHASED, CARD #0135, FUEL WAS PUT IN BOTH WINGS TO BALANCE THE LOAD			
AT 12 GAL PER SIDE. PIC WROTE 12 GAL PER SIDE ON HIS PAPER RECEIPT. PUMP SAYS; 1548L 11.6			
GALLONS PUMPED AT \$4.15/TOTAL \$48.14. HIS STANDARD IS THEN TO SET THE AMOUNT ON THE FUEL			
GAUGES IN THE COCKPIT. HE DOES 30 MIN FUEL CHECKS AND HAS A LIGHT SETTING IN THE COCKPIT			
WHERE AFTER 30 MINUTES IT FLASHES RED TO ADVISE A TANK SWITCH.			
-PIC SHUT DOWN AND TOOK AN HOUR BREAK. HE CLEANED UP THE COCKPIT, DECIDED HE WOULD HAD MORE			
CUSHION TO HIS SEAT SO HE PUT PASSENGER CUSHION UNDER HIS OWN SEAT CUSHION, REALIZED HIS			
VELCRO ON AIRWORTHINESS/REGISTRATION POUCH ON BACK WALL HAD FAILED. HE WENT AND SPOKE TO			
AERO MGR. JIM AT HIS HANGAR.			
-A FULL CHECKLIST START AND RUN-UP WAS CONDUCTED AT 1800 RPM.			
-THE PLAN OF ACTION WAS A LOCAL FLIGHT WITH 3 TOUCH AND GOES. ONE TOUCH AND GO WAS			
COMPLETED NO ISSUES.			
-IT WAS THE SECOND TAKEOFF WHERE THE LOSS OF POWER OCCURRED. LEFT FUEL TANK WAS WHAT HE			
BELIEVED TO BE SELECTED. . . .CONT. . . .			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	
08/17/2021	ASI OPS	NIKOLAS DIMITRI HALATSIS <small>Digitally signed by NIKOLAS DIMITRI HALATSIS Date: 2021.08.17 10:02:31 -05'00'</small>	

DIGEST (CONT)

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-LOCAL PROCEDURE IS TO CLIMB STRAIGHT AHEAD AS LONG AS YOU CAN OVER AIRPORT PROPERTY PRIOR TO MAKING ANY TURNS. PIC WAS STILL GOING STRAIGHT AHEAD FROM RWY 10, HE ESTIMATES HE WAS AT 400 FT. AGL, THERE WAS A SPLIT SECOND LOSS OF POWER FOLLOWED BY A TOTAL LOSS, AND HE BELIEVES THE PROP WAS IN FIXED POSITION.

-HE PUSHED THE NOSE OVER FOR BEST GLIDE 80 MPH AND STARTING LOOKING STRAIGHT AHEAD FOR A PLACE TO LAND. HE DID NOT MANIPULATE OTHER LEVERS OR SWITCHES LIKE FUEL SELECTOR OR IGNITION. BEAN FIELD LOOKED LIKE THE BEST CHOICE, BASICALLY STRAIGHT AHEAD, SLIGHTLY RIGHT. -HE PICKED HIS SPOT IN THE FIELD AND WAS LINED UP. HE WAS SURPRISED AT THE SINK RATE, IT WAS GREATER THAN HE WOULD HAVE THOUGHT. APPROACHING THE FIELD HE SAW THE POWER POLE BY THE DIRT ROAD, IT WAS DIRECTLY IN HIS FLIGHT PATH TO THE FIELD. HE PULLED UP, IT BLED OFF SPEED, AND THEN THE AIRCRAFT STALLED GOING TO THE RIGHT.

-PIC RECOLLECTION; THE RIGHT WING HIT FIRST CAUSING A RIGHT YAW, THE TAIL WAS HIGH/NOSE LOW BELIEF IS THE NOSE HIT THE GROUND, THEN THE AIRCRAFT CAME DOWN UPRIGHT ON THE LEFT WING BREAKING IT, AND LEAVING THE AIRCRAFT UPRIGHT. IT WAS VIOLENT, HIS EYES WERE OPEN, AND HE DOES NOT BELIEVE THAT IT ROLLED, JUST WING, NOSE, WING, AND AN UPRIGHT SETTLE.

-PIC SHUT THINGS OFF, SAW HE WAS BLEEDING FROM HIS LEG AND IT WAS STINGING, THERE WAS FUEL ALL OVER HIS BODY, SO HE EGRESSED TO A SAFE DISTANCE FOR FEAR OF FIRE.

-SITTING CLEAR, IT HIT THAT THERE WAS NO FIRE AND NOBODY WAS IN THE PATTERN TO ASSIST. SO THE PIC WENT BACK IN THE PLANE TO GET HIS WALLET, CELL PHONE, AND HE ALSO GRABBED THE AIRWORTHINESS/REGISTRATION SLEEVE. HE CALLED 911 FOR HIMSELF.

-AFTER HOSPITAL CHECK OUT; NO BROKEN BONES, SOFT TISSUE BRUISING AND 15 STITCHES FOR THE CUT ON HIS LEG.

-HE WAS HAPPY HE HAD PUT THE SECOND CUSHION ON HIS SEAT FOR THIS FLIGHT.

-WHEN ASKED ABOUT HIS MEDICAL CERTIFICATE; HE BELIEVES IT TO BE VALID. HE DID NOT KNOW OF A DENIAL. HE DID STATE THAT HE HAS "DROP FOOT" ON THE RIGHT SIDE, FOR WHICH HE HAD SEEN AN ORTHOPEDIC IN BIRMINGHAM, AL AND BELIEVED THAT ALL THAT PAPERWORK WAS TAKEN CARE OF BETWEEN THAT OFFICE AND THE FAA. HE WEARS A PROSTHETIC ON THE RIGHT.

(FIELD INVESTIGATION SUPPORTS A POWER LINE AND STALL TO THE RIGHT OVER THE TOP OF IT. FIRST IMPACT TRACK SHOWS RIGHT WING WITH A HEADING 180 FOLLOWED BY A RIGHT YAW WITH FINAL RESTING HEADING OF 278. THE DIFFERENCE IS THE VERTICAL STAB SHOWS DIRT. AFTER THE RIGHT WING, LEFT WING CONTACTS IT APPEARS THE LEFT WING COMPLETELY BROKE OFF AND WAS FOUND FORWARD AND TO THE RIGHT OF THE RESTING FUSELAGE. THERE IS CANOPY GLASS WITH A SINGLE GROUND INDENT ABOUT 4 INCHES DEEP IN THE SOIL, SPACING IS CANOPY TO TAIL, INDICATIVE OF AN INVERTED IMPACT. THE RIGHT WING IS STILL ATTACHED BY A FUEL LINE AND ELECTRICAL LINE, BUT THE FUSELAGE IS ROLLED ON TOP OF IT. BOTH OF THESE SUPPORT THAT THE AIRCRAFT DID ONE ROLL INVERTED BEFORE COMING BACK UPRIGHT.)