

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1300 EDT	DATE 10/19/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Wyse, Elaina (Flight Instructor N118T)			
[REDACTED]			
[REDACTED]			
SUBJECT N118T Accident			
DIGEST			
<p>Ms. Wyse returned my call and gave the following statement: The purpose of the flight was instruction for cross country time building from Lakeland to Ocala where she was performing a check flight for Mr. Jason Kingham. They stopped at OCF to use the restroom and top off fuel. She states that everything was normal up to this point. Everything continued normally as they taxied out and performed the runup per the checklist and everything checked normal. They departed with Mr. Kingham at the controls and when they got to between 300-400 feet AGL the engine stopped suddenly Ms. Wyse states that there was no sputtering, smoke, or other physical indication and no indication of any issues on the cockpit displays, the engine just 'cut out' without warning. Mr. Kingham informed Ms. Wyse that she had the controls (which was determined prior to the flight to be the procedure should they encounter any issues). Ms. Wyse states that due to the lack of altitude, she elected to land the aircraft in the grass which she states was straight ahead. I asked if she noticed the aircraft stall and she stated that the aircraft did not stall. I asked if she recalls why the aircraft banked left and she stated that she did not give a 'left input' to the controls and does not remember the aircraft going left. I asked if she recalls whether she had intended to land the aircraft on taxiway Alpha because her point of impact was immediately adjacent to the west side of taxiway Alpha. She again stated that she intended to land the aircraft in the grass and that from her perspective that was straight ahead. She was not aware that the aircraft had drifted that far to the East of Runway 36. I asked if Mr. Kingham had taken back the controls at any point and she said that once the engine cut out and he gave her the controls, he contacted the tower to report the engine failure and did not take back the controls. I asked her if she had recently flown N118T prior to 10/17 and she stated that she had. I asked if she had any engine issues, indication issues or anything she could think of on those previous flights and she said 'no'.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED Possible follow up			
DATE 10/19/2023	TITLE ASI	SIGNATURE [REDACTED]	
<small>Digitally signed by JEREMY RICHARD PUCKETT Date: 2023.10.19 13:42:16 -04'00'</small>			



RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 0800 EDT	DATE 10/20/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Kingham, Jason (Pilot - Student)			
[REDACTED]			
[REDACTED]			
SUBJECT N118T Accident			
DIGEST			
<p>Mr. Kingham called and provided the following statement: The purpose of the flight was training/instruction as he is working toward an IFR certification. This was a cross country flight and he selected OCF because it was a short trip. They departed LAL and arrived at OCF, stopped for fuel and to use the restroom. He states there was nothing abnormal during the flight to OCF, approximately 20 minutes prior to landing, he moved the fuel selector to Left Tank where it remained until the accident. They started after top off and followed the checklist, performing a quick runup on taxiway Alpha. They sat for 10-12 minutes with the engine running waiting for their turn to takeoff. The engine mixture was rich and all levers were forward. He states that the engine was running good for the last week or so. They began takeoff roll and rotated at approximately 60 knots, climbed out with a pitch of 75 degrees to about 300-400 feet AGL. The engine quit suddenly without a hiccup, smoke, mist, or any indication on the displays of an abnormality. The loss of power was sudden, he states the mag switches were on. He gave the instructor the controls as they had determined in their safety brief. He noted that he aircraft had 'checked right' of the runway lights and they remained on a straight path toward the grass (Northeast of Runway 36) which was their intended landing location. After giving the controls to Ms. Wyse, he contacted ATC who suggested they land on Runway 26 which he states was not possible due to the low altitude and airspeed of the aircraft. He states that the instructor did not give a left input to the controls prior to impact, he did notice they impacted at a slight left bank but feels they landed mostly on the landing gear. He states that he did not notice the aircraft stalling prior to impact. He states that this aircraft has a variable pitch propeller that was configured correctly for takeoff, that they had departed LAL with 40 gallons of fuel in each wing and had topped off at OCF adding approximately 27 gallons of fuel. He states that this aircraft had some recent issues with starting the engine, but the magnetos had been replaced. They sumped fuel and followed procedures prior to takeoff --Continued next pg--</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED Possible follow up			
DATE 10/20/2023	TITLE ASI	SIGNATURE [REDACTED]	Digitally signed by JEREMY RICHARD PUCKETT Date: 2023.10.20 09:04:47 -04'00'

--Continued from previous pg.-- He added that the pilots exited the aircraft under their own power. Some individuals in flight suits came to the wreckage and notified them that there was fuel leaking so Ms. Wyse turned off all switches prior to exiting the aircraft as a safety precaution. --END--