

Inspector Alex Engelson:

September 19,2022

Here is my recollection to the best of my ability of at the aircraft accident that I was involved with Andrew Pinnow on Sunday September 18, 2022. PA-22-150 N6076D.

At the beginning of the day I reviewed weather with ForeFlight and AWC. I checked local area weather that would affect my daily flights at GBR, this includes

Low Level SF-240, Surface Plot, Surface Prog charts 12z-12z next day, winds aloft ALB BDL, AIRMETS, SIGMETS, TAF's ALB BDL, and local NOTAMS and TFR's

Andrew and myself were scheduled to fly in his Piper Tri-Pacer N6076D from 10:00am till 12:00.

We met at 10 after he did his preflight and discussed our lesson for the day which included going over to Columbia County Airport in Hudson Ny 15 nm west of KGBR. My plan was because of calm winds were to take off climb to 2500' msl do steep turns, slow flight, review stalls and slowing up to get into the traffic pattern and takeoffs and landings. I have been with Andrew for the past 14 hours instructing him, when I got to the plane I did my inspection including checking oil and fuel. we flew 1.1 hours on Saturday leaving with full tanks of fuel a total of 36 gallons. On Saturday we went to 1B1 and did full stop taxi back Takeoffs and Landings. On the preflight I checked the fuel visually put my fingers in the tanks and the tips of my fingers tips got wet with the fuel in both tanks each holding 18 gallons I estimated that we has 14 gallons in each tank, more than enough for a 1.5 hour training flight fuel gages agreed with my assessment of fuel on board. both showing 3/4 full. We started taxied, did our run up all was normal. We took off on the left fuel tank, we climbed up to 2500' msl, did our steep turns,slow flight, practiced slowing up to approach speed set up a descent descended from 2500 to 1800 and practiced a go around by adding full power initiating a climb, lowering flaps and climbing out back up to 2500'. Had Andrew tune in 1B1 ASOS on 133.52 get the weather then put in their CTAF 123.05. we switched fuel tanks to the right tank, we then climbed up to 3000' and practiced an engine out spiral to landing, landed and taxied back to runway 21 to do 3 more takeoffs and landings to a full stop clear the runway and taxi back for take off. Through out the flight I read the appropriate check list and made him respond the correct reply, we kept checking carb heat even though his Carburetor Temp indicator showed that we were not in carburetor ice range. After our Takeoffs and Landings we returned to KGBR now just 1 hour into the flight. on the way back we switched back to the left tank, switched CTAF to KGBR. Andrew called and was informed runway 11 was the active runway. We were 5 nm SW of KGBR we elected to do a Teardrop entry to the left downwind for runway 11. We did the descent check list and landing checklist I read and Andrew responded, all was normal. We slowed up on the downwind turned our base I noticed we were a little high and 5mph fast, I explained he needed to get lower, as we got closer Andrew realized it was safer to go around than to land we started the go around 1/2 way down the runway 1300' remaining we were still 50-60' above the runway, he added full power dropped the flaps power started to come up and suddenly we lost all power, no surging, no sputtering, just quiet, I pumped the throttle no response, when flaps were retracted the plane started to sink, now I realize we could not go around, now we were just 20 feet above the corn I turned slightly to the right to give me more landing space as I bled off airspeed, to avoid going into a house. We settled into the corn wings level and 45 degrees to the corn rows. we decelerated at a fast pace in the corn and the plane turned I believe to the right seemed to be a nose up for a second then settled on its left side when we came to a stop, I was on the high side Andrew was on the low side on the ground. I asked are you ok he said I believe so. I then saw fuel coming down from left wing and said we have to get out of here, we have fuel leaking from the wings, I got out, could see fuel leaking from both wings I could not reach master or fuel selector. I did hear Andrew say he was killing the master and shutting off

the fuel. I helped him get out of the plane, we stepped back to make sure there was no fire. with in minuets neighbors were on the scene. This is to the best of my recollection.

OTHER INFO

I got 8.5 hours of sleep each night previous 4 days

Left KGBR at 6pm on Friday night 9/16/22

returned to KGBR 7am the next day Saturday 9/17/22

I don't drink or do recreational drugs [REDACTED]

[REDACTED], and DO of our SEL FAR Part 135 On Demand Charter

Andrew was my 1st flight of the day on 9/18/22

flew 3.5 hours on 9/16/22

5.4 hrs 9/15/22

Day off 9/14/22 no flying at all

2.2 hrs 9/13/22

0 hrs 9/12/22

3.1 hrs 9/11/22

2.3 hrs 9/10/22

a total of 16.5 hours in a 7 day period with 1 24hr rest period

my month averages out 16-20 per week 65-70 hrs per month. My normal days off are Tuesdays off at 3pm and off all day Wednesday .

Certificate [REDACTED]

ATP MEL MES B1900, B727, B757, B767, B777, DC10

Comm SEL SES

CFIIME, AGI

CFI renewal 4/2/22

BFR 4/28/22

2rd class medical issued [REDACTED]

Thank You

Any further requested information will be given ASAP

Richard J Solan.