

N7366Z

Pilot: Nicholas Jonathan Kaddatz Certification #: [REDACTED]

Start Time: 11:19 Takeoff Time: 11:35 Banner Pick Time: 11:41 Shut Off time: 14:30
Performance: 13.3 gph

The flight was the same as any other time I have flown the beaches from Panama City to Pensacola Beach. Leaned the mixture to the same position as everyday, about half throw on the lever. There was a little more military traffic then what I have seen, also more C130 aircraft flying around at my altitude 500 feet. I usually fly to Pensacola Beach to circle first. When I got there I checked my watch and fuel since I had left a little later than usual because of the weather, I knew I had more time. The usual thing I do is flip the switch as I leave Pensacola Beach to go back eastbound. Not sure why I didn't this time. As I continued to fly, I was distracted by the Hurlbert controller because I knew it was a trainee, and was concerned about a C130 doing approaches in my line of flight since they had switch me as I passed the centerline of the runway, I stayed on their frequency just to see where the plane was going. For my own well being. When I had switched over to Destin Tower, I was in a climb to 1000 feet per verbal agreement with Destin Tower, told them I would report the Jetties which is normal procedure. A few moments later the engine cut out, I thought it was Carb Ice, pulled the heat and it did nothing. I do not think I put the heat back in, looked around my console really quick and figured out I had forgotten to flip my AUX Fuel Tank pump switch on. So at that moment I did, and turned on the main fuel pump. Waited a few seconds, and continued to try to restart the engine. Meanwhile I had called Mayday, and where I was and who I was on the radio to both Destin and Eglin approach. I had pointed the aircraft at about a 45 degree rough angle to the beach because the wind was coming from the north east east and I was trying to get as much lift as possible. I did not drop the banner till 500 feet thinking I could restart the engine. After I dropped it I continued to try to restart the engine, all the way down to maybe 50 feet above the surface of the water and at that point I just tried to slow the aircraft as much as possible, at the last second I pushed the nose over to not slam down on the water vertically but horizontally. After being in the water, I radioed again one more time Mayday I'm in the water. Thinking for a minute I started to turn everything off because I did not want to get electrocuted from the electronics being on and pulling from the battery. I do not remember what I turned off or if I turned off fuel or anything else. I do not believe it was anything else besides me not turning the AUX Fuel Tank pump switch on at the right time. I had my own rhythm I would go through everyday and something did not click this time. So to mitigate this in the future I will be setting timers on my phone, and or watches to check fuel throughout the flights.

I was wearing my shoulder harnesses, as well as my life jacket.

1. Hours in Make and Model: 273.7
2. Hours in the last 90 days: 182.5
3. Hours last year: 305.9
4. Total Hours all aircraft: 624.4
5. BFR date: Oct 11 2019 last rating obtained

[REDACTED]