

To: David Laycock

On March 25 of 2022, my student and I were getting ready to do a maneuver flight lesson. As per usual we got a standard weather briefing. The weather looked good with winds. We went out and preflighted our aircraft. We made sure to sump the fuel and make sure the quantity matched our G1000. We checked our engine oil and the gearbox oil. Everything checked out good as we followed our checklist. We got the engine turned on. We got all of our gauges where they needed to be. Then we did our runup. All of our instruments checked out. We did our takeoff brief. We departed runway 21. Just as we hit safe altitude we were about to run our climb to cruise checklist. I heard a weird noise come from the engine. I saw my rpm gauge drop. Told my student to start turning cross wind to get back to the field. As we started to turn our engine completely shut off. I tried troubleshooting, tried restarting the engine and in the process of doing so the prop was stuck. Everything after that is a blur.

Emily Rubio

A black rectangular redaction box covering the signature of Emily Rubio. There are some faint handwritten marks above and below the box.

This written statement is, to my best knowledge, the accounts that happened regarding the flight of N471BL on the 25th of March 2022.

At approximately 4pm myself and my commercial instructor Emily Rubio Planned and prepared for a commercial maneuvers practice flight in the local area of Johnston County, NC. After calculating weight and balance and briefing the lesson we went out to the aircraft where I began the walkaround inspection of the aircraft. During the Inspection I noticed nothing out of the ordinary. Once completion of the inspection Emily and I boarded the aircraft and began startup procedures. After the aircraft was started, we taxied to a runup area to perform the ECU test. During this test again nothing was out of the ordinary. After the ECU test, we then taxied to the hold short line of runway 21 and prepared the aircraft for departure. Once we checked the approach path and surrounding pattern for traffic, we made our callouts over the radio, we lined up on centerline for 21, and began to climb to rotate speed, again nothing out of the ordinary. Reaching V₁ I proceeded to climb at a speed of 72KIAS. As we were climbing through 600ft MSL the engine suddenly made an abnormal sound as if it had dropped rpms. Emily and I noticed the sound but saw no annunciators indicating a malfunction, she instructed me that we should go back to land to be safe and told me to begin a crosswind turn to remain in the airport pattern. During the crosswind turn however the engine completely shut down Attempting to maintain best glide slope to give us as much time to make decisions as necessary, we began attempting engine restart to no avail. Given the low altitude we were at there was little time and few places for us to go. We knew that we would have to make an emergency landing and attempted to land in a place with the best chance of survival. We struck a small tree line at the end of a field; this caused the aircraft to flip upside down and fall to the field below. We were both conscious and alert directly after the crash however I was trapped in the seat and Emily had been struck in the head and had a severe cut along her eyebrow. She managed to free herself and get out of the aircraft, she then assisted me in cutting the seatbelt off so I could also escape. Once we were both clear of the aircraft, she called the school to let them know what happened while I called 911, after she notified staff, she also called 911. We waited on paramedics to arrive on scene where they took us both to Wake Med Raleigh to receive treatment for our injuries. I received a fractured kneecap and torn tendon on my left leg which required surgery along with some other minor cuts and bruises. I am not fully aware of all of Emily's injuries.

Johnathon Bentley

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