

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL	TIME 1550 EDT	DATE 10/17/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION  Bowen, Ryan [REDACTED] [REDACTED]	ROUTING	
	SYMBOL	INITIALS
SUBJECT N118T Accident		
DIGEST  Mr. Bowen states that he witnessed aircraft N118T from the Ocala Aviation Services Maintenance Hangar East of Runway 36. He states that he witnessed the aircraft just before it impacted the grass West of Taxiway A1. He states that the aircraft appeared to be at approximately 100 feet (AGL), the engine was not running, the left wing dropped and the aircraft banked left/turned sharply and looked like it was starting to go into a spin, then impacted and stopped.		
CONCLUSION, ACTION TAKEN, OR REQUIRED None Required		
DATE 10/17/2023	TITLE ASI	SIGNATURE [REDACTED] Digitally signed by JEREMY RICHARD PUCKETT Date: 2023.10.19 09:33:13 -04'00'

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 1550 EDT	DATE 10/17/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Ralph Baker (Witness)			
[REDACTED]			
[REDACTED]			
SUBJECT N118T Accident			
DIGEST			
<p>Mr. Baker states that he witnessed aircraft N118T from the Ocala Aviation Services Maintenance Hangar East of Runway 36. He states that the engine quit at approximately 75 feet high. He then witnessed the aircraft stall and bank left impacting the grass (To the West of Taxiway A1). He states that he did not hear the engine stop. When the aircraft came into his view from the hangar, the engine was not running. He states that he thought they were going to land on Taxiway A, but then the aircraft impacted the grass adjacent to Taxiway A and stopped- it hit hard</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
None at this time			
DATE 10/17/2023	TITLE ASI	SIGNATURE [REDACTED]	Digitally signed by JEREMY RICHARD LUCKETT Date: 2023.10.19 09:28:23 -04'00'

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 0830 EDT	DATE 10/19/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Prusak, Chris (Witness)			
[REDACTED]			
[REDACTED]			
SUBJECT N118T Accident			
DIGEST			
<p>Mr. Prusak was lined up for takeoff in his aircraft behind aircraft N118T at the time of the accident. He states that he is a flight instructor, former Air Force Pilot, has extensive expertise in flight instruction between the military and civilian. Currently owns a Cirrus facility and performs Part 61 flight instruction from PRP Aviation on the airfield at OCF. He stated that he was in a Cirrus SR20, cleared for takeoff, entered the runway and was told to follow traffic. He had N118T in sight. Shortly after he was cleared, N118T pilot announced an engine failure. Mr. Prusak estimates they were at 200 feet AGL, and noted that the aircraft did not appear to be climbing properly. N118T was on an upwind departure from Runway 36 and called engine failure approximately 3/4 of the way up the Runway. ATC suggested N118T land on Runway 26 he witnessed N118T immediately bank left and go into a left spin and then into the ground. Mr. Prusak states that the pilot appeared to respond to ATC's suggestion immediately, banking sharp left into what appeared to be an accelerated stall into a spin. The aircraft was 'low and slow' and not in coordinated flight. Mr. Prusak stated that in his opinion and based on experience at the airfield, he would have made a 45 degree turn and landed in the grass North of Runway 26 rather than attempting to land on Runway 26 as ATC suggested. He states that the conditions were wind out of the Northwest, causing N118T to drift East of the Runway 36 centerline so landing on Runway 26 would have put them above the threshold of Runway 26. He adds that N118T was low and slow and not climbing when they called 'engine failure'. From his vantage point, they did not lower the nose when the engine failure was reported. He also adds that North of Runway 36 is powerlines, trees, and the highway which are factors he considers as a pilot in the event an emergency landing is necessary. He also noted that he did not witness any smoke coming from the engine after the failure was reported.</p> <p>--END--</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED None Required			
DATE 10/19/2023	TITLE ASI	Digitally signed by JEREMY RICHARD CKETT Date: 2023.10.19 09:51:40 -04'00'	