

Pilot Statement N289CM event on 10-15-2017 at 06A

At roughly 10:40 CDT my two passengers and I begin the preparations to depart 06A. The pre-flight walk around was routine. Tanks were visually inspected and were full. Oil was checked and indicated 8qts. This reading was close to the amount that was indicated during my previous preflight on 10-13-2017.

The engine run up was also routine. Mag check was normal; Oil pressure was on the high end of normal. We checked all other engine parameters and they were normal. We taxied to the approach end of Runway 13. After moving into position I pushed the throttle forward and held it at 36.5 on the manifold pressure gauge. RPM power indicated 100%. We rotated at 72kts (my passenger says he remembers us coming up at 74kts). I raised the flaps during our climb out.

The following events seemed to happen very quickly. At some point during the climb I sensed our air speed was slowing and our climb was not happening at the normal rate. I had begun our turn on course, noted the sod farm and frankly was trying to understand if I had a problem or not. Quickly it became apparent we were indeed slowing and could not maintain altitude. I do not believe the engine stopped running. The prop did not lock up. I have a vague memory of a manifold pressure warning on the G1000 but I do not remember if it was indicating high or low. My main concern was getting to the sod farm. We were over trees and I was concerned we would not clear the tree line to reach the field. Parachute deployment was thought of and dismissed. At some point around this time the FBO called and said "289CM is everything OK". I replied "no we are going down in the sod farm". I tried to hold enough altitude to clear the trees. This resulted in slow flight, controls were soft as one would expect in slow flight. We cleared the trees and I worked to land the plane. The flare did not result in much slow down or float. We hit firmly on the mains; I am not able to recall what control inputs were made after first contact. I just worked to fly the plane to a stop. At some point I brought the mixture to the closed position. I instructed my passengers by saying "out out out". We exited the plane. I realized I had not shut down the electrical system or the avionics. The plane appeared to be stable so I went back and turned the electrical power and avionics off.

I called the FBO to let them know we were ok. He let me know he had called 911. I called the 800 number for flight plans to report the off airport landing. They connected me with the FAA office in Birmingham. I called the FBO back to ask why he had thought to call us with the question. He said "I saw black smoke coming from your exhaust".

[REDACTED]