

From: Tim Pritchard/

Re: 1968 Beechcraft E33 N7133N

Hi Larry, Just wanted to put this down in writing as to what happened on Wed Sep 26 2012 at roughly 2:30pm At Greeley Weld Airport. (KGXY)

At about 11:30am I arrived at my home base airport in Longmont (KLMO) and did my preflight and was getting ready to depart for Greeley to have my new motor set up by Aircraft Cylinders and Engines who had built my new motor which was put in the plane in January of 2012. The new motor had about 60 hours on it and I felt like it didn't idle correctly and wanted it adjusted. I finished my preflight, sumped the tanks, checked the oil, and pulled the plane out of the hanger. I decided to fill the plane up at Longmont which I did do and it took 40 gallons to top it off. I did my run-up, check the systems, and did my usual checklist and got ready for takeoff. Everything was fine on the flight to Greeley and I landed and taxied to a parking spot. Joe who is the owner at Aircraft Cylinders and Engines proceeded to set the fuel pressures, idle mixture, and throttle adjustment along with engine idle speed. This took about an hour, we did 2 or three run ups and decided it was time for a test flight. Joe had some phone calls to make so I decided to just go by myself which I did. I taxied to the end of the runway (runway 7) and did another run up to check everything and get ready for takeoff. Joe and I had discussed going around the patch a few times, then land and we'll finish it up. After performing my takeoff checklist procedures, I started to take off and was rolling on runway 7. Everything was running great and it really was performing great! Never sounded better. After rotating, I raised the gear and was climbing out so I could do a touch and go. Came around, did the touch and go, gave it full power and starting taking off. I raised the gear, and started climbing out. When I got about 1/8 miles past the end of the runway and about 3-400 feet, the motor lost all power in a matter of a few seconds. I immediately started to turn back for the opposite runway 27 and at the same time made an emergency call and was trying to get the motor running. I pitched for best glide, adjusted the mixture richer, nothing happened. I then thought maybe it's getting too much gas, so I adjusted mixture to lean. If I remember correctly, when I was adjusting mixture to lean, the engine surged once or twice just a little. I then turned the auxiliary fuel pump on for a second or two and still nothing. I realized rather quickly that I could not make runway 27 or the north/south runway and was scanning for a suitable landing spot. I saw a black field directly in front of me and that was my only option as I'm about 200 feet above the ground and time is running out. At that point, I thought don't put the gear down as I remembered that it had rained the night before and knew the ground would be soft and muddy and that would probably flip the plane if the nose gear collapsed. I saw which way the field was worked up, and preceded with the emergency landing. I did not have time to put any flaps down, and touched down. Right before touchdown, I looked at my airspeed indicator and it was reading roughly 60mph. When the plane came to a stop, the plane swung to the right about 100 degrees and stopped. I shut the fuel off, turned the master switch off, turned the alternator off, turned the key off, and left the plane. From the time the engine quit, I had maybe 7-8 seconds before I contacted the ground. It could have turned out a lot worse, and I am very thankful for practicing emergencies on a regular basis. When I look back at what I could have done differently, I

don't think I would change a thing because I was low, slow, and only had a few second to react. If you have any questions, please feel free to contact me either email or by my cell. Thanks again.

Tim Pritchard/ [REDACTED]

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