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30 Sept 2013

Gary Spicer asked me to fly with him & his wife in his private airplane. Gary is a student pilot and this is the 2nd time I went with him and his wife. Today we departed KTL for KCPT. I noticed on departure at Temple that acceleration seemed rather slow.

This is a very high time engine (approx 1670 HRS) but I was told it was fresh out of annual and I know Summit Avn in Temple does good annuals. We proceeded to KCPT and drop Gary's wife off and picked up a friend. We then flew to Rio Vista where his friend work with the police dept. We did a recon of the Rio Vista airport. As it's a sod runway I took the controls and made the landing. The runway has a lot of slope. The winds were calm out of the SW. I told Gary with the grass and slope we'll have to depart down slope. I then made a down slope / soft field departure. It was un-eventful. Cleared all obstacles with no problem. We then returned for a landing and I let Gary make the landing. We dropped off our passenger and picked a new passenger. (Another Police Officer)

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I noticed that the 2nd passenger was heavier than the 1st. I figured with under  $\frac{1}{2}$  tanks of fuel that shouldn't be a problem. Gary initiated the take-off. Half way down the runway we were air-born. Once in the air it wasn't climbing. We had used 100 of flaps for a soft-field takeoff. I noticed the RPM at 2500 and airspeed just above a stall. I then got on the controls with Gary to make sure he was doing it right. He had leveled the nose to gain Airspeed but it just wasn't increasing. At this point we are committed on this short field. I still thought it should start climbing. Once I realized we weren't going to clear obstacles, I think my last words were "Shit" Just before we clipped the tree, I had aimed between 2 houses.

Colin S. Hudson

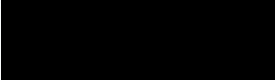
ATP 10, 200 + NRS  
1st Accident

1 October 2013

This is an amendment to my statement that I filled out on the 30<sup>th</sup> of September at the scene of the accident. I thought it might have some bearing on the case.

During the flight to KCPT I noticed that the aircraft owner was using full throttle to maintain cruise altitude of 2500'. I suggested that he try an RPM of 2450 which would conserve fuel and not work the engine as hard. Three different times the aircraft immediately dropped 300' as the throttle was reduced to 2450. The owner then had to go back to full power to regain the lost 300'. At the time, not being on the controls, I just figured he had dropped the altitude as he's a student pilot and didn't compensate by adjusting his airspeed. Thinking back after the accident, not only as a pilot but an A&P I don't believe the engine was producing sufficient power and required full power just to maintain altitude. Another item during run-up, on each occasion I had flown the aircraft I had to lean out the mixture and burn off the plugs to get the magneto to smooth out. I've done this many times over the years as a rich mixture will cause the plugs to foul. Now as an A&P I'm thinking it may have been oil blowing by the rings that was causing the plugs to foul while taxiing, not a rich mixture.

  
  
Colin S. Hudson

  
ATP/A&P