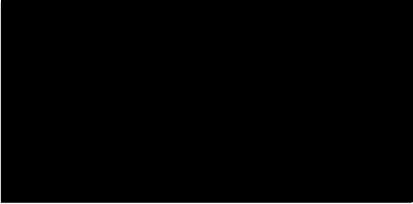


PILOT STATEMENT

5/22/2014

I obtained a weather briefing, completed my preflight planning, and filed an IFR flight plan for a flight from Washington County Kansas K38 to Claremore Oklahoma (KGCM). I then preflighted the airplane, sumped the tanks, and visually verified the fuel quantity on board which was (1) consistent with my calculations, considering my earlier fuel purchases – which included topping the tanks), (2) consistent with my previous flight time, (3) consistent with the aircraft's fuel gauge indications. I then Departed K38 at 12:07 p.m. on 04/27/2014 with approximately 20 gallons of fuel in each tank at departure. Upon reaching my planned cruise altitude of 7,000 feet. I pulled back on the throttle until the manifold pressure was 23", pulled the prop back to 2300 rpm and set the mixture to an EGT of 1430 degrees. I later descended to 5,000 feet. I had flown for 1 hour and 18 minutes on the left fuel tank before switching to the right fuel tank. When I switched the tank, the engine immediately stopped firing but the propeller continued to spin. I tried to adjust the fuel selector switch moved it back to the left tank and then back to the right tank again with no positive results. I checked the mags and master to make sure they were on. I made sure the Prop, Mixture and Throttle controls were all full forward. I also turned on the axillary fuel pump (I tried both low and high speed) with no positive results.

By this time, I was at 3500' AGL and was looking for an open area to land. There was an asphalt road to the West of my position with car traffic and power poles visible (I assumed there would be power lines as well). I found a field ahead of me with trees between me and the field. It became obvious at a low altitude that I was not going to clear the trees before reaching the field. I did not lower the landing gear because I was afraid the gear would catch the trees and flip the plane over. I would have stalled the plane if I had tried to clear the trees so I maneuvered around the trees as best I could. I clipped a tree with my right wing before setting the plane on the ground but was able to keep the airplane upright.



Arthur Paul Woolard