

Incident Report

Date: May 6, 2014

Time: 21:30

PIC: John H. Moorman

Passenger: Chris Smith (aircraft owner)

Aircraft Type: PA-32-300

Tail Number: N5222S

Statement from John Moorman:

On 05/06/14 I (John Moorman) arrived at KLHQ to conduct pattern work, take-offs and landings.

Upon arrival at the airport, I moved the aircraft out of the hanger for preflight. While conducting the preflight, Chris Smith arrived and began assisting me in preflighting the aircraft. No concerns were identified during the preflight.

After both Chris and I boarded the aircraft (I as PIC and Chris as passenger), I started the engine and checked the weather via the KLHQ ASOS. Winds were favoring runway 10. I then taxied and held short of runway 10 to perform a normal run-up. No operational issues with the aircraft were observed during the run-up and the aircraft performed as expected.

After entering runway 10, I performed a normal take-off with the aircraft in a normal take-off configuration. I made left traffic in the pattern. On downwind (abeam the numbers for runway 10), I performed a normal GUMPS check. I completed the pattern circuit by performing a normal landing with the aircraft configured for a normal landing.

After the gear was on the ground and while still rolling, I configured the aircraft for a normal take off, accelerated to take-off speed and lifted-off for a second trip around the pattern. While on the downwind leg of the pattern (when abeam the numbers for runway 10), I again performed a normal GUMPS check. I continued flying a normal pattern and began configuring the plane for a normal landing.

As I turned from base to final, I attempted to add power while I was establishing my descent to the runway. When I advanced the throttle, the engine did not respond. I verified my hand was on the throttle and that the prop and mixture controls were full forward (full rich, high RPM). I then attempted to advance the throttle again with no response from the engine. I then announced to Chris Smith that we had lost the engine. Chris asked if I was kidding and I responded that I was not. Chris and I immediately began to trouble shoot the issue. I began by attempting to find a suitable landing area. Due to the light conditions at the time, I was only able to identify light and dark objects/shapes. I attempted to put the aircraft in an area where there appeared to be no solid objects, while not losing too much airspeed or altitude through excessive maneuvering. While I was doing this, Chris began verbally communicating engine out procedures and we both started performing tasks in attempt to re-start the engine. During this time, we cycled the electric fuel pump off and then back on, switched fuel tanks, cycled the prop control and throttle control, checked circuit breakers, etc. I then focused my attention on the upcoming landing while Chris continued attempts to start the engine by engaging the starter using the ignition key.

When it appeared imminent that we were going to touchdown, I flared the aircraft and attempted to slow as much as possible and I did see the red stall warning light illuminate intermittently on the left side of the panel just before touchdown. The aircraft initially touched down on the front/top of a small rise, floated (became airborne), touched down a second time and began skidding. Near the end of the skid, the aircraft turned to the left. The aircraft came to rest in a grassy field approximately .5 miles off of/in line with the approach end of runway 10 (NNW of the barn located at [REDACTED]). This occurred at approximately 21:30 local.

I estimate the total elapsed time of the emergency was 45 sec. to 1 min. (from the time I announced the emergency until the time we touched down).

Incident Report

Chris and I immediately exited the aircraft and moved a safe distance away. 911 was then contacted after we assessed ourselves for injuries. After the call to 911 was completed and we were able to confirm our location in relation to the airport, we waited for the Fairfield County Sheriff and the Ohio State Highway Patrol to arrive. After the authorities arrived, I removed our personal belongings from the aircraft (headsets, kneeboards, flight bag). At the same time, Chris deactivated the ELT.

During a conversation with Chris Smith and the authorities at the scene, I indicated that I did not think the engine stopped. It appeared to me that the engine had decelerated to idle and the throttle had simply stopped responding (i.e. mechanical failure of the throttle assembly). This is my assessment of what appeared to have happened.

This is my recollection of the events relating to the incident that occurred on May 6, 2014.

[REDACTED]
John H. Moorman

Certificate Number: [REDACTED]
[REDACTED]
[REDACTED]

May 7, 2014

FAA – Inspector Taylor

2780 Airport Drive

Suite 300

Columbus, OH 43219

Mr. Taylor:

Per your request, I am writing about the events as I recall them from last night (May 6, 2014).

A friend of mine (John Moorman) was interested in flying since it was a nice night, so I volunteered to join him to so I could assist with putting the plane back into the hangar (the Cherokee Six is extremely heavy for one person to push around).

I arrived at the airport around 21:10 and John was already pre-flighting the airplane. John taxied out and performed the run up as normal with no notable problems. John went one time around the pattern with the plane indicating no problems. On the second take off all the way through the base leg, the plane indicated no problems as John went through his normal procedures. As we were turning from base to final, John said that the throttle was not responding and I thought that he was simply joking until I saw him push the throttle forward and the manifold pressure gauge did not indicate an increase in manifold pressure and the engine remained at idle.

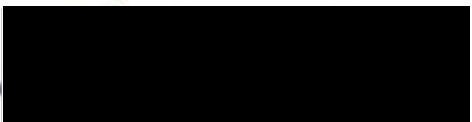
John immediately started to find a field to land in and established glide speed as we could see that we would not make it to the runway. I asked John to double check the fuel pump "on" and then I changed the fuel tank from the left main tank (left inboard tank) to the right main tank (right inboard tank). I then tried to engage the starter with no success. I switched fuel tanks once again back to the left main and I tried one more time with the starter and had no success. At that point I heard John call out stall warning (even though I did not hear the stall warning horn) and couple seconds later we landed in the field.

We immediately evacuated the plane and called 911.

Once the Sheriff and State Highway Patrol arrived, we went back to the airplane and turned everything off and the State Highway Patrol taped off the airplane with yellow caution tape.

These are the events of the night of May 6, 2014.

Please feel free to call anytime.


Chris Smith.

