



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Pilot Statement
CEN16LA064
Sulphur Louisiana
November 24 2015

The pilot provided the following information:

I completed installation of a CGR-30P engine monitor on 11/20/15 in N5312G. I flew N5312G from 52LA to KUXL on 11/20 to check/reset the K factor for the fuel flow feature of the monitor. This flight to/from KUXL lasted approximately 30 minutes. This entire flight was uneventful. At approximately 1:30pm on 11/24/15, I pre-flighted N5312G for delivery to its owner, [REDACTED] at KLCH. Dr. Frank W. Lopez (CFII and my passenger) arrived and we prepared for departure from 52LA. We departed 52LA at approximately 1:45pm 11/24. I decided to fly the aircraft to KUXL to run the aircraft a while, then refill the fuel tanks for a final K factor adjustment. The plan was to perform 2 touch and goes, then land with a full stop on the 3rd landing, fill up the aircraft and check the final K factor setting in the engine monitor, then deliver the aircraft to KLCH.

Upon completion of the second touch and go at KUXL RWY 15 at approximately 2:30pm, I applied full power for takeoff, pushed the carburetor heat control to the forward/cold position, rotated off the runway, and commenced a standard climb for pattern altitude. At some point at the south end of runway 15, I announced via radio that I was turning crosswind for full stop landing, then started a standard left crosswind turn, it was at this point the engine instantaneously stopped firing (I don't recall the altitude I started the turn, a witness on the ground claims it was approximately 200'). After 2-3 seconds of attempting to find the cause of the engine stoppage, I realized that I would have to make an "off field" landing. My last memory before the impact was about 50' above the ground. My next memory was being treated by an EMT with the ambulance service 8-10 minutes later. I was PIC for the entire flight. My passenger was Dr. Frank W. Lopez (CFII). Dr. Lopez also performed my IPC/BFR on 8/25/15.

Hours in Make and Model: 2.5 hrs Hours in last 90

days: 14.4 hrs Hours in last year: 106.4

Total flight time: 2739.5 (More than half of this time is in tailwheel aircraft) Last Regulatory check ride: 8/25/15

Medical Certificate good through 12/15.

Bruce A. Beard

Instrument rated Commercial Pilot

A&P Mechanic with Inspection Authorization

Alexander Lemishko



Senior Air Safety Investigator

NTSB

Central Region Aviation