

02/27/2016 – N2714T

PAX: Jean Wright () – wife, Owen Wright () - son

Heading KUMP – KLOU via direct (flightplanned 46min flight 12gal)

Normal preflight did not indicate any abnormalities

10:45 take off VFR off RWY 33; Picked up flight following in air with Indy Dep

~40gal FOB

L 1/4th ~10gal | ~30gal R)

Took off on R-main (fullest)

Climb took ~10mins @ 26gph = ~4-5gal USD

Switched to L-main ran 10 min @ 15gph = 2.5gal USD

Picked up ATIS Y at KLOU and prepared to land

Switched to R-main ran for *few* (~3min?) @ 15gph = ~1gal

@5500MSL, South of KSER experienced lurching of engine so switched back to Left and went to full rich.

Lurching continued so hit high boost. Light was on, I think I felt heard running
(contacted ATC with engine issue & was told to go to KJVY)

Engine popped (backfired) but surged without necessary power
(contacted ATC; asked to go elsewhere given KSER with vectors)

Switched back to Right and hit low boost and engine seemed to smooth out but only for 15-20 seconds
then continued to run at lower power with occasional surges.

Tried low boost few more times and flipped tanks (even tried R Tip but hoping for residual fuel but joy.

Ended back on Rmain where I had most fuel and engine seemed to run/idle but at a low power
(Determined wasn't going to make KSER, 4200MSL)

Turned NE to find suitable off airport landing spot. None seemed suitable given obstructions and
conditions. Crossed I65 (west to east) whereby I turned S and put gear down. (1500 MSL?)

Recall feeling lots of drag on left side of airplane (felt like had to give R-rudder and R-aileron inputs).
(Prob Should have feathered prop?)

Landed successfully left of center on I65 southbound side with flaps fully deployed, speed estimated
around 80kts.

Touched down closer to L-lane (passing). One car in R-lane appeared to be in the way and when I
moved left to avoid it, got into the grass and couldn't get out.

The plane went deeper into the grass median and the underside of the left wing struck the opposite (N
bound) embankment.

I recall pulling back on the yoke to keep the nose light, I think trying to prevent flipping which may have
prevented me from steering effectively.

We came to a rest without impact, I cut off fuel and we all got out.

Harow Wright

