

From: Jeremy Walters <[REDACTED]>
To: [REDACTED]
Date: 09/28/2016 08:50 AM
Subject: Fwd: Craig Caddell Written Statement

Sent from my iPhone

Begin forwarded message:

From: Craig Caddell <[REDACTED]>
Date: September 27, 2016 at 1:42:22 PM CDT
To: Jeremy Walters <[REDACTED]>
Subject: Fwd: Craig Caddell Written Statement

1.

Craig Caddell
Chief Pilot
JF Air Traffic, Inc.
[REDACTED]

Begin forwarded message:

From: Craig Caddell <[REDACTED]>
Date: September 27, 2016 at 11:44:57 AM CDT
To: [REDACTED]
Subject: Craig Caddell Written Statement

Inspector Green,

My name is Craig Caddell and I'm sending you this e-mail as my written statement of the flight that took place on 09/21/2016.

I departed Marfa, TX (KMRF) on Sept 21, 2016 at approximately 4:45pm CST. Before departing I uploaded a little under than 20 gallons of fuel to top off the plane for the flight to Mineral Wells, TX (KMWL). While I was there taking on fuel, I was having a discussion with a gentleman that worked at the airport who was [REDACTED]

giving me a hand fueling the plane. We spoke of how much rain they have been receiving and how green it looked as compared to other times I have been out in West TX. Before take off, I input into the Shadin fuel computer the amount of fuel I had uploaded and it reflected I had almost four hours of fuel. My calculated flight time was two hours twenty five minutes. I took off on the main tanks and I received flight following shortly after departing Marfa, TX. After reaching our cruise altitude of 7500 feet approximately 15 min after takeoff, I leaned the mixture to 8.9 gal per hour and switched to the auxiliary tanks. Half way between San Angelo, TX and Abilene, TX I switched back to the main tanks and flew on them until reaching our destination of Mineral Wells, TX (KMWL). About thirty miles out, I started my decent for the airport, was listening to the AWOS and was still in flight following. My plan was to use runway 13 being it was the longest runway and also favoring the wind. Ten miles out, I canceled flight following with Fort Worth Center and switched to the local CTAF. My method has always been to listen to the CTAF to see if others might be using a runway other than what I intend to use. I did notice what seemed like one plane in the pattern and one that was taking off or just shortly took off. When I was doing this, I was at about 7 miles out, about 3500 feet. At this same time my right engine lost power causing the aircraft to yaw. My friend in the right seat said " what was that"? I disconnected the autopilot, turned on both fuel electric boost pump and completed advancing the mixture to full rich on both engines. I made notice that my right engine was not dead but surging from low manifold pressure to high manifold pressure. I use the term " surging" because the engine had full power then it did not. This went on three times before I had low manifold pressure (about 16 in). Please note both throttles were full forward, both props were full forward and mixture was rich on both engines. While this was happening, I announced on the CTAF that I was an emergency aircraft and if all traffic would depart to the south allowing me to maneuver the aircraft for landing. I heard a acknowledged response from the other traffic. I had the aircraft under control and made a shallow turn to the left to get myself established on final for runway 13. I was about a mile final and still under control when my left engine started to do the exact same thing my right engine did seconds earlier. It was at that time I knew I was not going to make the runway. I was about three hundred feet and inside a mile final. I told my passengers we were not going to make the runway. I looked to my right and saw a clearing with trees all around. I sacrificed altitude for airspeed because I noticed I was nearing red line. My thought was if I could descend to about 15 -20 feet AGL, I could stall the plane and hit the ground and limit travel across the ground or in the air to avoid hitting trees and preventing major harm or death. I did what i meant to do, stalling the plane at what I believe was 15 feet AGL. Before hitting the ground, I put the gear down thinking that they would help to absorb some of the energy and maybe keep us from breaking our backs. My friend who landed gear up when his engine seized years ago broke

his back. I wanted to try and avoid that. I flew the plane all the way to impact. I found out a few days later that the distance the plane traveled from the point of impact to where it stopped was about 35 yards. I feel like I did exactly what I tried to do. I can be reached at [REDACTED] for anything you need.

Sincerely,

Craig Caddell