

To whom it may concern at the FAA.

My name is Brad Kelly and this is a brief statement of what I went over in detail with you in person.

On 02/21/17 My friend Olay and I took my plane out for short flight from the Denton airport, I cannot remember the exact time it was night I do know for sure approx., 9ish. Olay was doing the flying, I am not a pilot yet and this plane was new to me so he took me for some touch and goes at the north Texas airport, it was a really short distance from Denton airport to the north Texas airport, when we got there he did 3 or 4 touch and goes and he was seeing the perfect speed the plane needed to make a perfectly smooth landing, then we came to a full stop and got out and walked around for around 20 to 30 minutes, just talking about all the approaches. Then we got back in the plane and did a few more touch and goes for a total of about 7 or 8, then headed for Gainesville airport, as we were leaving a pilot came on the radio and ask us how the weather was where we were and Olay told them it was clear, the other pilot said that where he was coming from was not good weather, from Oklahoma I think.

Anyway, it took us about 15 minutes to get back to Gainesville but on the way I noticed that the fuel pressure had dropped from 5 psi to 0, I told Olay what I saw and he reached up and turned on the boost pump and the pressure came back up to 5 psi, so we just continued on to Gainesville.

As we were just about to touch down Olay spotted a coyote run across the runway so he pushed the power back in and said he was just going to go around for another approach, as we got close to the end of the runway he made a left cross wind and within 2 seconds the engine quit, he turned more back to the runway and prepared for an emergency landing. We did not have enough altitude to make it back to the runway so we landed in the field at the airport. The plane was badly damaged and the right wing where I was sitting was ripped off. Olay called 911 and the paramedics removed me from the plane and I was care flighted to the hospital. As the fireman was working on getting me out he mentioned to his coworkers to be careful because there was fuel all over the ground. So that takes the running out of fuel out of the equation, and the fuel selector was on the right tank the same tank that was ripped off the plane.

Thank you

Brad Kelly