

Statement of Events

To: Anthony Leinneweber
From: Scott Carney
CC: FAA, NTSB
Date: 10-10-17
Re: N8234R Incident

On October 6, 2017 at approximately 13:30 local time, I was involved in an aircraft incident in which I had to ditch the airplane due to a complete and total loss of engine/electrical power. The series of events leading up to the actual impact are chronologically outlined below (please note all times are approximations to the best of my recollection):

12:30 – I depart from runway 16 @ Odessa Airport – Schlemeyer Field (KODO) in a Bellanca Super Viking (N8234R). No anomalies noted during preflight inspection, taxi, run up, roll out and climb.

12:34 - I request a VFR flight following from Midland Departure. VFR flight following was granted and I was given a Squawk code of 5711 (I believe)

12:40 – Aircraft is in established level flight & trimmed, OCH of 076° set and tracking, mixture set to just rich of peak and running a 23/24 MP/RPM ratio. Operating within cruise parameters.

---At some point I am handed off to Ft Worth Center---

13:05 – Ft Worth Center requests that I confirm I am Squawking 5711 – I respond in the affirmative.

13:10 - Ft Worth Center comes over the radio informing me of what I believe to have heard (signal was weak): “Radar Service Terminated” I inquisitively respond as “Radar Service Terminated or Radar Contact”

13:11 – I receive nothing back from FT Worth Center in regards to confirming radar contact or not.

13:12 – COMM 1 & COMM 2 radios begin to flicker and subsequently go completely out – I check the breakers in an effort to see if they need to be reset; they do not. At this point, I realize that my GPS unit is also out and I have the realization that I have lost all electronics throughout the airplane. I attempt to toggle the Alternator circuit breaker but it does not remedy the failure, as it is somewhat hard to maneuver.

13:15 – I recognize that I am about to enter into Dyess AFB Class C airspace without COMMS or any Radar appearance. I utilize my handheld GPS unit and immediately divert course to Sweetwater, Avenger Field (KSWW). I know I am about 10 NM to the Southeast of KSWW and I can troubleshoot in that area without any airspace infractions.

13:20 – I fly a modified (700' higher than normal) downwind leg of Runway 17 at KSWW. I attempt to lower flaps and get no response, I attempt to lower landing gear and receive no indication of “down and locked” – as I had anticipated would happen due to no electronics. At this point, I decide to extend my downwind leg to further diagnose issues and initiate emergency/manual gear lower procedures. This requires slowing to below 90 KIAS – I attempt to depress the emergency gear release lever several times and felt/heard no reaction that assured me of gear down.

13:25 – I decide to return to SWW on an extended final and prepare to land without any confirmation of gear down.

13:28 – While flying on a loose heading of 180° – I descend to 3,500' MSL or about 1,000 AGL.

13:30 – It was on this 8 mile extended final for Runway 17 @ KSWW that I experienced a complete engine loss. Due to already being low and slow, I immediately located the only option of an emergency landing site (a cleared field encircled in trees) and quickly attempted 2 restarts, to no avail.

13:30.45 - At this point - I attempted to glide the aircraft to predetermined touchdown zone. I was unable to make the clearing and as a result; we struck at least 1 or perhaps multiple trees on the West tree line of the field with the left wing; this caused the aircraft to corkscrew and yaw to the left. I applied and maintained full backpressure on the yoke to ensure a tail-heavy impact in an effort not to nosedive into the ground. The aircraft subsequently slid into the ground in a 180° posture from which we were traveling @ roughly 32.581700° -100.502180° coordinates.

Respectfully,

Scott Carney

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