

I had an annual completed on the plane at Card Aviation, LLC in Kennedy, TX. I picked it up Wednesday, June 6th, and flew it to my home base airport in Live Oak County, (8T6).

The next morning, I topped off with fuel and departed (8T6), bound for Sierra Blanca Regional Airport (SRR) near Ruidoso, NM. En route weather condition was clear.

I checked-in Houston Center for flight following; they gave me a transponder code. This is my standard practice when flying this route, because it is necessary to pass through a number of MOA's. Houston Center handed me off to Del Rio Approach. I checked in with Del Rio, they permitted me through at 8,500 ft.

Suddenly, manifold pressure dropped with a simultaneous engine explosion. I pulled back the mixture, throttle and prop. The engine access doors were blown open, like an umbrella. Oil was spewing on the windshield. There was fire everywhere.

I called Del Rio Approach and reported an engine fire. I told them I was going down. They gave me a vector to an air strip. I told them I couldn't make it. It was very difficult to maintain glide speed, because the nose was pitching upward and the airplane was trying to tumble over backwards.

I had to hold the yoke forward as hard as I could, to keep the plane from going over. I knew if it started tumbling, I would not be able to recover.

I extended the landing gear.

On impact, there was another explosion as I hit the trees and rocks. The plane was engulfed in flames. I removed my seatbelt and exited the plane, then ran like hell.

I was transported to the Burn ICU at Brooke Army Medical Center in San Antonio, via life flight, with 2nd and 3rd degree burns to my face, hands, arms and legs.