

07/19/2018

Gabriel P. Hollis



At approximately 0730 local time, I departed runway 14 at KDTN to perform a maintenance check flight on N7080F. After departure, I stayed in the left traffic pattern and performed two touch and goes. I then preceded VFR to the north of the airport. Climbing through 2,500', I was not able to climb more than 300 ft per min without losing airspeed. I also noticed a decrease in engine RPM. Oil pressure and oil temp were in the normal operating range. The vacuum gauge indicated "O" and my gyroscopic instruments began to drift and tumble. I leveled the aircraft and began a turn back to KDTN. I contacted Shreveport approach control and stated my intentions of returning to KDTN for a full stop landing. At that time they instructed me to contact KDTN tower where I was then cleared to land on runway 14. I made a straight in approach to 14 and slowed and configured the aircraft for landing. On final, the engine RPM's decreased and the aircraft slowed. I pitched for best glide and confirmed the throttle full forward, mixture full rich, carb heat off, fuel pump on, and fuel valve on the left tank (fullest.) The aircraft did not respond to throttle inputs. I made a mayday call to KDTN tower just before touchdown. I flared the aircraft and touched down initially on the river levy. The aircraft bounced into the air and came back down striking the road and coming to rest on the perimeter fence of runway 14. I turned off all electrical switches, battery master switch, and closed the fuel valve and exited the aircraft through the door.

