

September 13, 2018

Randy J Coldiron

[REDACTED]

Flower Mound, TX.

[REDACTED]

Recap of the day leading up to the events of Friday September 7th 2018

Normal routine day for my family and I. Dropped all the kids off at school between 730-800am. My wife and I decided to surprise the kids with a trip to Florida for the weekend to look at homes for our upcoming move in December. All the plans were made and we were ready to go.

Around 2pm I drove from Flower Mound to KFTW to reposition N33354 to 52F so our departure would be easier and not have to deal with Friday evening rush hour traffic on I-35W. This 28 mile drive has been known to take over an hour to reach the hangar from home. Once at the hangar I performed a preflight of the aircraft and everything seemed to be normal no discrepancies noted. The flight to 52F was uneventful and quick landing on RWY 35.

I exited the runway and went to the FBO for fuel. Having completed my flight plan and W&B I needed 70 gallons usable onboard to complete our first leg of the trip to KGPT with nighttime IFR reserves. I believe I put around 10 gallons in total after topping off the tip tanks and bringing the main tanks to the tabs. I pushed the aircraft to a staging area and secured the plane.

Our planned departure was 830pm given the weather in the area passed through as expected. On our way from home to 52F the weather was rainy and lightning so we decided to go to get some snacks and drinks, take the kids to the restroom since they had no clue we were leaving and give the weather time to move out. By the time we did the snack stop and got loaded in the car the weather had pushed through and rain had stopped and become misty of and on. Calm winds and no lightning so I decided it was a good time to get going. Weather along the route had also improved and it appeared the flight was going to be a nice evening flight.

We arrived back at 52F and I performed a pre-flight inspection and again nothing seemed abnormal in my walk around and fuel strainer showed no visible signs of contamination. After pre-flight I loaded our baggage, the wife and kids in the plane. Parked the car and checked the weather one last time. Ceilings were around 5000 and visibility was great than 6. Winds at the field were calm with the wind sock favoring a departure to the north. I called departure via landline and received my IFR clearance to KGPT.

Started up the aircraft and made sure everyone was good and comfortable for the flight. Performed pre-taxi checks and configured radios and flight plan into Garmin. Announced intentions over Unicom to taxi to 35 for a north departure and I began my taxi. Upon reaching the end RWY 35 I stopped short to do my run-up checks and pre-takeoff tasks.

Run up was normal with no discrepancy in the mag drops or instrument readings. Did a passenger brief and announced intentions to depart RWY 35 to the north over the Unicom. Rolled aircraft onto RWY 35

and lined up with the centerline, set flaps for normal takeoff. Held the brakes, applied throttle to full power and instruments all appeared to be normal in the green. Runway was clear, everything seemed good for takeoff.

Released the brakes and began my takeoff roll. The aircraft reached Vr 70kts and I held on the runway till 75kts just to have plenty speed. Rotated the plane and left the runway. Knowing there's a hill off the departure end I was planning to pitch for Vx 80kts then once clear pitch for Vy 90kts. However after rotation and starting climb out the engine failed and I couldn't maintain altitude. Immediately stall horn started sounding and I chose to land straight ahead, returning to the RWY was not an option. Tried to maintain landing attitude nose up till I felt contact with ground. Aircraft touched down hard and continued forward into trees. Once we stopped the aircraft had laid onto the pilot side. I immediately turned off fuel from Left Main to OFF and in the dark found the master and fuel pump switches and turned both of those off in attempt to keep fuel from being pumped and causing a fire not realizing the wings were sheared off in the landing. After securing fuel and power I started evacuating the kids and wife.

My oldest daughter was first out as she was seated by rear passenger door and it was missing making for a quick exit for her and my wife from the rear seats. My oldest son was in the front right and I helped him open passenger from door and pushed him out, reach back and unbuckled my youngest sons car seat harness and handed him out to my oldest daughter and told them to run away from the plane. He was sitting on behind my oldest son and had no injuries. My youngest daughter was directly behind me and I couldn't see her in the dark. I felt down low and found her belt release and released it. Picked her up and placed her out of the passenger front door onto the ground she wouldn't stand. We all ran to the airport access road and waited for help. Luckily an airport resident came looking for the plane he watched takeoff and heard the engine trouble knowing we wouldn't make it far.

The gentleman and his wife called 911 and helped calm the kids and comfort us till help arrived. Wife and daughters were taken to local ER with my youngest daughter later being transported to a children's hospital in Fort Worth with a brain bleed. My sons and I waited on scene until family arrived to take us home. Later that evening I was seen at the ER for a bad shoulder. Nothing was broken just bruised and cut. My sons were just fine. We are all home, safe and alive. That's all that matters!

Hours as of September 13, 2018

TT. – 440.6

IFR – 61.2

Night – 64.6

Time in Type – 114.5

Multi Engine – 34.2

Retract – 108.5

SES – 29

Complex – 74.4