

15 OCTOBER, 2018

STATEMENT CONCERNING THE AIRCRAFT ACCIDENT N81383.

On Friday 12 October 2018 I flew with another pilot from T85 to KRFG (Rooke Field). On arrival at RFG we flew a left downwind entry for runway 14L. Our flight plan was closed right after arrival at 1846Z. We did not see anything unusual as we flew the base and final leg for 14L. The purpose of the visit to RFG was to check the status of 14R, which is a grass strip used for glider operations. Because the strip was so wet I elected not to drive the full length of the grass strip. I returned to the tie down area, we refueled our aircraft and taxied down to the departure end of 14L. As we got closer to the departure end the other pilot and I noticed what appeared to be an aircraft on the ground well short of the runway. I then called another resident pilot who was located at RFG. My cell log shows that the call was made at 1939Z. (My estimate is that the accident occurred between 1346 and 1439 local) He drove down to the approach end of 14L while we took off to look at the crash site from the air. We saw the wreckage, then landed, parked the aircraft and I started walking to the crash site. As I was heading to the crash site the other individual arrived at the aircraft and reported no pax in the aircraft. We then spotted the pilot about 300 feet from the aircraft. He said he was not able to walk and we laid him down on the ground. He had some lacerations on his left hand and said he had a sore spot on his chest from a metal clip on his shoulder harness. He was carrying his personal possessions with him in a bag. He told me he was 73 years old, that he was stopping for gas and that he made a "rookie mistake"! He told me that he had been flying for 30 years. I asked if he had a flight plan and he said no. Sheriff deputy's and highway patrol officers arrived. I did not ask any more questions. The ambulance could not reach the scene and the pilot was medivaced by helicopter. I then called flight service to report the accident. I was connected to the FAA Operations Center at Ft Worth and provided the information I had along with pictures. I was asked to check the fuel tanks. The left wing (pilot side-which was elevated) was dry. The right wing (level on the ground) did appear to have some fuel but was dry underneath the tab at the filler cap. When I examined the cockpit I noticed that the fuel selector was on the right tank, mixture full rich, throttle full in, mag selector was on the right mag and keys still in the ignition. Flap selector was full down. After taking pictures I placed the fuel selector in the off position, mixture lean, mag to off. From my limited view I did not see any indication that fuel tanks were compromised. I walked the ground track of the aircraft. It was 36 paces so I am guessing the aircraft traveled about 100 to 125 ft after touching down. It came to rest with the nose facing about 90 degrees to the left of the ground track. My observation flying into RFG was that surface winds were about 140 at 10 kts. Clouds 3500 scattered.

END OF STATEMENT

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