

Date: August 31, 2019

Time: 1258 Zulu, 7:58am Central

Aircraft: PA-28-140 N55633

Pilot: Danny Hamilton Cert# [REDACTED]

Cell Number: [REDACTED]

Saturday morning, I departed Cherokee County airport (KJSO) at 6:20 am for Palestine airport (KPSN) to pick up my sister. Fuel had been previously filled to the tabs and was verified before departure (36 gallons). We were going to fly to the Black Walnut cafe at Conroe, North Houston (KCXO) to have breakfast for her birthday. I arrived at KPSN at 6:45 am. After greetings, a standard passenger briefing, taxi, and runup, we departed KPSN approximately 7:00 am for a direct flight to KCXO. Planned altitude was 035 based on the 040 outer shelf of Houston's Bravo airspace. Fuel planning was to use the right tank until descent. When the GPS showed us 15 nm north of KCXO, I decided to turn on the fuel pump and switch to the left tank so I wouldn't have to think about it later. Once set, I tuned in the ATIS. The altimeter was adjusted and it was noted that clouds were at 2000 feet. At 10 nm, I contacted the tower at KCXO. I was told to ident and perform a straight in approach to runway 14. Another pilot came on the radio before I could reply, and while he was getting instructions from the tower, I pressed ident on my transponder and started a slow turn of about 30 degrees to the west to line up for 14. Once the frequency was clear, I transmitted that I had pressed ident and was expecting a straight in approach to 14. The tower operator asked where I was going and I responded that we were headed to the cafe for breakfast. As we approached traffic pattern altitude with the airport in sight, I began my landing sequence. I set the rpm to 1800, slid the mixture to full rich, and turned on carb heat. As soon as I turned on carb heat, the engine went to idle. I immediately flipped the carb heat back to off and then realized that it would not fix the problem if I actually had carb ice. I turned the carb heat back on and left it there. I looked around and saw a clearing and a road about 10 degrees to my right and aimed for it. I keyed the radio and called out 55633 is declaring IFE, we've lost engine power, I'm going to try to put it down on the road. The controller asked how many souls were on board and how much fuel. I replied two souls on board and several hours of fuel. I quickly ran through my emergency flow. From right to left, I ran my hands over the breakers, then switches (making sure the fuel pump and masters were on), then down to the mags and back to the throttle quadrant. I couldn't find anything out of place. I did not try to turn the mag key since it was already in position and the engine was still running, albeit at idle. I switched the fuel selector back to the right tank, then cycled the throttle twice, leaving it at full power. At this point, we were approximately 100 feet over the trees. There was no way we were going to make the road and I had to pull up at the last minute to clear the tree line. I remember looking down as we cleared and seeing 60 mph indicated air speed. I pointed to nose back down and we were looking at the edge of a pond. I had to choose between hitting a large berm or setting down in the water and, for better or worse, I chose the water. As we struck the water, I was thrown forward and my face hit something. The plane flipped up on its nose. For a moment, I thought it might settle back down, but it rolled over onto its top. I remember seeing nothing but water against the windows. I instructed my sister to push herself up and unbuckle her seatbelt, then turn right-side up. As we did this, I told her we couldn't get out until the water

that was coming in filled the cabin, and that we would have to switch places since the door was on her side. As we traded places, I told her to wait until the water was close to the top and take a deep breath. At that moment part of the passenger window busted and water filled the cabin so quickly that I did not have time to take a breath myself. I managed to turn the latch on the top of the door, which was under my feet but it did not feel right. I pulled the main latch on the door but could not get it to budge. I immediately began pushing on the plexiglass window which gave way. After breaking enough of it clear, I started out the window, reaching back and grabbing my sister to pull her behind me. Upon exiting the plane, I could already see light from the surface of the water and came up quickly. My sister made it out right behind me and we found we could stand with our heads just above the water. We waded out of the pond to find a black Jeep Wrangler JK Unlimited stopped on the side of the road. She asked if we were alright and we replied that we believed we were not seriously injured. We walked down the berm and she met us at the property fence. She allowed us to use her cell phone to contact the airport. The lady I spoke with at the airport said it was her first emergency and she didn't know what to do. I asked her to inform the tower that we were alright, and that we would try to get over there to speak with them. The lady who had stopped offered us a ride to the airport and we accepted. I did not know if we should stay or if the tower would have someone meet us to go back out to the plane. We ended up filling out paperwork in the tower while State Troopers waited to take us back out to the site so we could speak with the property owner and all the others involved in the recovery effort. We are extremely grateful to everyone who was there and their effort to make sure everyone was safe.

This aircraft was purchased to be a rental. It was flown to Nacogdoches (KOCH) for an annual inspection. While awaiting annual, I had an opportunity to fly the aircraft to Jacksonville to get a quote on paint. While attempting to depart the Nacogdoches airport, I taxied out to the runup area but then could not get the aircraft engine to run above an idle. I had to have it towed back to the parking area and then let it sit until it could go through its annual inspection. The inspection was performed in late July. They replaced a missing gascolator screen and a carburetor seal, and cleaned the bowl. I flew the aircraft to Jacksonville without issue where it sat awaiting quotes for paint and interior work until August 31st. Because we had just recently purchased the aircraft and were waiting on incorporation paperwork, the forms to register the aircraft are regretfully still sitting on my desk.