

Scott Arnold

From: Bob Jackson [REDACTED]
Sent: Thursday, September 12, 2019 7:49 AM
To: Scott Arnold; 'Ritter, Stan A (FAA)'
Cc: [REDACTED]
Subject: Velocity N2XF Incident -- Summary Statement

Good Morning Stan and Arnold,

Included below are the answers to the questions you asked as best I can answer them while traveling away from home and without all my records.

Summary of Incident

- Velocity N2XF departed KGJT (Grand Junction, CO) on an IFR flight plan for K6S5 (Hamilton, MT) at approx. 0925 MDT on Tues, Sep 3, 2019 with only myself onboard
- Normal WOT, 2700 rpm, 30", 34 gph (full power) climbout from KGJT runway 11
- Approx. 10 minutes into the climb, passing approx. 15,000' MSL, the engine without provocation suddenly oversped to approx. 3450 rpm
- Reduced engine RPM control and then MAP control to reduce RPM below the 2700 maximum
- Attempted to find a combination of engine controls that would allow either normal climb or cruise power setting, but unable to establish either, or a power setting that would maintain level flight
- Advised ATC of problem, requested 180 return to KGJT
- NEAREST button on CNX80 GPS Navigator indicated KGJT was outside N2XF's glide range and no other airports were shown within my glide range
- ATC advised that the Private Mack Mesa (10CO) airport was much closer and gave me vectors to it
- Headed for Mack Mesa airport, requested UNICOM frequency but ATC did not have one
- ATC advised Mack Mesa runway was approx. 2600' long at an altitude of approx. 4700', with clear skies
- Set up for a power off approach to 10CO runway 07, completed landing checklist, but waited until landing was assured to lower the landing gear
- Flared normally and touched down on centerline approx. halfway down the runway -- it was not a hard landing
- Attempted to apply brakes, but the main gear were not completed extended yet, so I was unable to brake
- Slid off the departure end of the runway with nose gear down and locked, but with the main gear only partially down
- Came to a stop in a clover field just beyond the runway extension, no fire, no fuel leaks
- Advised ATC I was safely on the ground
- Turned off aircraft power and egressed the aircraft as normal through the pilot side door

1. Total N2XF aircraft Hobbs time = ~1420 hrs
2. Weather was clear with winds from the East approx. 10 knots
3. Runway condition was dry
4. Engine overspeed occurred climbing through approx. 15,000' on the way up to assigned FL180 cruising altitude

5. Received preflight weather briefing via computer from the NOAA websites
6. Pilot Info: Robert D. Jackson, Commercial Instrument certificate [REDACTED], Third Class Medical exam by Dr. David O'Brian, [REDACTED] issued on 4 Dec '17. Date of Birth [REDACTED]
7. Pilot and aircraft time:
 - Total pilot time ~3000 hrs
 - Time in Velocity make and model = ~1410 hrs
 - Time in N2XF = ~1400 hrs
 - N2XF total time = 1420 hrs
 - Hours in last 90 days = ~30 hrs
 - Hours in last year = ~ 120 hrs
 - Night and instrument current
 - Normal biannual checkride in Velocity ~Dec 2017
 - N2XF is kept in my Hangar 37 at the Orlando Apopka airport (X04)

Aircraft photos taken after the emergency landing of N2XF at the Mack Mesa airport (10CO) are included below. Someone said that damage to flight controls was a consideration in the incident/accident determination. You will notice from the pictures that all the flight controls are intact and still fully functional except for the rudder on the left winglet. This left rudder was not damaged as a result of the landing, but instead in the last few feet of the roll out on the overrun when it caught the edge of a large irrigation pipe (similar to the large white pipes visible in several of the pictures included below) that traverses the end of the overrun.

Bob Jackson



Velocity XL/RG
N2XF















From: Ritter, Stan A (FAA) [REDACTED]
Sent: Tuesday, September 10, 2019 10:31 AM
To: [REDACTED]
Subject: Velocity N2XF Incident