

Brannen John

From: Halatsis, Nikolas (FAA) [REDACTED]
Sent: Thursday, July 9, 2020 1:59 PM
To: Brannen John
Cc: Martin, Edward C (FAA); Halatsis, Nikolas (FAA)
Subject: 2020-07-09 N4079R TELECON NOTES WITH PIC

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7/9 1110-1210L OPS AND AW TELECON WITH PIC; ARRIVED AT TOWER, MN AIRPORT 5 JUL 20, 1015L TOOK OFF ABOUT A HALF HOUR LATER AND WAS AIRBORNE FOR ABOUT 20 MIN.

ON 2 JULY THE PIC HAD STOPPED AT MENOMONIE, WI, AND FUELED 25 GAL EACH MAIN, 17 GAL EACH TIP TANK, AND FLEW TO TOWER, MN IN JUST UNDER 2 HOURS. ARRIVING AT THE TOWER AIRPORT ON 5 JULY, THE PIC TOOK THE TOP COVER OFF THE AIRPLANE. DIPPED THE TANKS HAD ABOUT 55 GALLONS, 14 GALLONS IN THE LEFT TIP TANK. STARTED ON A MAIN TANK, THEN SWITCHED TO THE LEFT TIP TANK FOR TAKE OFF, DOES NOT RECALL SWITCHING TO ANOTHER TANK. 5 POSITION FUEL SELECTOR. FILED VFR AT 5500. CLIMBED UP TO 5500, THEN NOTICED A CLOUD DECK SO CONTINUED VFR CLIMB TO 7500. SET UP FOR CRUISE AT 7500, SETTING RPM, MANIFOLD PRESSURE, AND FUEL FLOW AT 14 GAL PER HOUR. PIC HAS A 30 MIN TIMER AND SWITCHES TANKS AT THIS TIME. ELECTRIC FUEL BOOST WAS ON FOR TAKE OFF, BUT SHUT OFF AFTER DEPARTURE

SHORTLY AFTER ESTABLISHING HIS CRUISE PARAMETERS, THE ENGINE LOST POWER, (NO MENTION OF AUDIBLE NOISES IE. POPPING.) SHORTLY AFTER THE POWER LOSS, THE ENGINE QUIT, THE PIC STATED HE LOOKED AT THE GARMIN AND PUSHED THE NRST BUTTON THAT DIRECTED HIM TO A 90 DEGREE TURN AND PUT KEVL/EVELETH AT 16.6 MILES. AFTER THE TURN, THE PIC TURNED ON THE ELECTRIC FUEL PUMP, MIXTURE RICH AND ACTIVATED THE STARTER ONCE, THIS CAUSED A COMPLETE ELECTRICAL FAILURE. THE ENGINE NEVER FIRED. PIC THEN SWITCHED TO FOCUSING ON AIRSPEED ABOUT 100KTS AND VISUALLY ACQUIRED KEVL. HE SHORTLY CAME TO THE REALIZATION THAT HE WAS NOT GOING TO MAKE IT. HE THINKS THE GARMIN 696 CAME BACK ON, BUT HE WAS FOCUSED ON LANDING AT THAT POINT. HE TOLD HIS WIFE TO OPEN HER/THE ONLY DOOR, ON THE RIGHT SIDE OF THE AIRPLANE.

HEADING INTO THE TREES HIS TARGET SPEED WAS 70-80 KTS WITH THE DESIRE TO AVOID STALLING. THEY FELT THE TREES HITTING THE PLANE, BUT IT WAS QUICK, ALL THE SUDDEN THEY WERE STOPPED. AT THE SUDDEN STOP THEY BOTH HIT THEIR HEADS, HIS WIFE HIT HER NOSE WHICH DID END UP BEING BROKEN. THEY WERE BLEADING. HIS WIFE CALLED OUT TO HIM THAT THERE WAS FIRE ALL AROUND, THEY RACED FOR THE SEATBELTS AND GRABBED NOTHING IN THE HASTE TO GET OUT OF THE AIRCRAFT. THEY NEVER LOOKED BACK WHERE THEY COULD SEE THE AIRCRAFT, ONLY LOOKED, SAW A LARGE BLACK PLUME OF SMOKE, AND HEARD POPPING NOISES AS THE CONTINUED AWAY. THEY CAME TO AN INTERSECTION AND SAW A LOGGING TRAIL HEADING IN GENERAL DIRECTION OF WHERE THEY BELIEVED THE AIRPORT TO BE. THEY WALKED IN THE WET PEAT BOG SWAMP AT TIMES WATER TO THEIR KNEES. AFTER ABOUT 4 HOURS, AROUND 1500L THE TRAIL THEY WERE ON DEAD ENDED. THEY SAT DOWN AND SHORTLY THEREAFTER SAW AND HEARD THE CESSNA OVERHEAD. THEY MADE THE DECISION TO REVERSE COURSE AND ABOUT 4 HOURS LATER STARTED RADIOS AND CHATTER FROM GROUND CREWS THAT THEY EVENTUALLY LINKED UP WITH.

LOOKING BACK THE PIC STATES HE DID NOT EVEN REALIZE THE WINGS WERE OFF THE AIRCRAFT WHEN THEY EXITED, IT WAS NOT UNTIL THE LOCAL LEO SHARED THIS WITH HIM. HE DID NOT SHUT THE MASTER OFF OR CONSIDER SHUTTING OFF LIGHTS

ADS-B; PIC STATED IT WAS A SKY BEACON INSTALLED ABOUT A YEAR AGO IN THE LEFT WING. IT IS A DIAL TO TURN IT ON. HE ALWAYS LEAVES IT ON.

ANNUAL; THIS IS PERFORMED IN DECORAH, IA BY MIKE CONNELL OF CONNELL FLYING SERVICE. IT WAS COMPLETED IN MAY OF THIS YEAR. ALL AIRCRAFT AND PILOT LOGS WERE IN A BAG IN THE AIRCRAFT.

ENGINE ISSUES; NOTHING TO NOTE IN THE LAST 6 YEARS OF HIS OWNERSHIP. HOWEVER, ABOUT A MONTH AGO, POST ANNUAL, HE WAS AT HIS NORMAL IDLE OF 1100 RPM ON THE GROUND WHEN THE ENGINE JUST STARTED DYING. HE RAN IT UP AND DID A RUNUP, AND THOUGHT, "MUST JUST BE COLD IN HIS MIND", THIS WAS THE FIRST AND ONLY

ISSUE EVER. IT WORKED AFTER HE RAN IT UP AND HAS BEEN WORKING SINCE THAT FLIGHT. HOW MANY FLIGHTS SINCE THEN?
ELT; THE MECHANIC HAD MENTIONED THEY WOULD NEED TO REPLACE IT SOON AND UPDATE IT. IT SHOULD BE IN A MAINTENANCE LOG, BUT THE PIC DID NOT RECALL THE DETAILS. A RELATIVELY PRISTINE AND SHINY ELT MOUNTING PLATE WAS DISCOVERED IN THE TAIL SECTION WITH NO ELT OR REMNANTS OF ONE.

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