

Jeremy Washington's Written Narrative – NTSB Investigation

9/17/2020

Michael Shoemaker and I are in a group together in Civil Air Patrol which is pilots mostly retired...they are a group of volunteers that assist in Search and Rescues among other things but always from the air; and we were on a Webinar meeting and he offered if anyone wanted to ride with him on his next flight to let him know. I emailed Mike and said that I was a new pilot and wanted to ride with him to gain some experience with flying and we began emailing back and forth. Mike then emailed me his flight schedule and I picked the date and time to fly out with him. I told him that a night flight would be cool because I work days.

On July 28, 2020; I had an aviation test at school that day. My school is an hour away from where I live from where I work and go to school, so I had to drive all the way home and then drive all the way back to Sugarland Airport to meet Mike.

Mike let me in the facilities, and we did a pre-flight check and I walked through it with him (all pilots must do a pre-flight check before flight take-off). Mike proceeded to explain all the things I have to look for as we walked through as he checked items off on his IPAD.

After completing the checklist, we get in the plane, start the plane, check the radio and basically there is another check inside the plane before take-off. Then we began slowly moving down the airstrip runway, we had to do another check. This runway check checks the instrument panel to make sure all everything looks ok and is in the right place. Note: every airplane is different, this was my first time on this particular aircraft. We radio into Air Traffic Control and they give us clearance for takeoff. Fyi: this is the FINAL check before takeoff.

We takeoff. We did a "touch and go" in two destinations; I believe in Hugo and Tyler. Once in the air, we head to our first destination which was Hugo; this was a simple touch and go, talked to Air Traffic Control that we are landing and speak to them again that we are taking off (this touch a go is only a few minutes). Next, we fly to Tyler which is a straight shot and proceeded with touch and go again. We took the direct flight back and 12 miles from Sugarland airport, the engine shut off, came back on and then shut down again. Mike radioed in a declared a state of emergency and Air Traffic Control tried to divert us to West Houston airport. He stated we had ten gallons of gasoline. Mike told Air Traffic Control that we were not going to make it; Air Traffic Control asked if there was a highway that we could land on and we started looking to see if there was anywhere to land because we knew that we were not going to make it to either airport. At this point the engine was off and we were gliding. I knew we were going to crash, and Air Traffic Control asked us how many people were on the plane and how much fuel we had. I watched as we began descending and we crashed through the trees and I do not remember anything after that. The next thing I remember is waking up to I believe the people or neighbors from the house we crashed in front of. They were first ones to the scene, and I think are the ones who called the ambulance. The ambulance and fireman eventually come and put me and Mike on stretchers. I saw a helicopter hovering above us most likely in case they may have had to airlift us to the hospital, but we rode in the ambulance.