

Cecil R. George, M. D.

[REDACTED]
Fort Stockton, Texas 79735
[REDACTED]

September 11, 2020

Michael Smith

FAA Accident Inspector

Dear Sir:

My name is Cecil Ray George. I have held a private pilot's license since 1987. I have logged 4372 total hours. Since I began flying, I have added an instrument rating and a multiengine rating. I have approximately 150 hours in N4636D, the aircraft involved in the accident. In addition, I owned an A36 Bonanza from 1989 until 1990, and logged approximately 300 hours in that aircraft. Among the other airplanes I have flown are included:

Cessna 150, Cessna 206, Baron B58, Cessna T210, Cessna 414, Piper Twin Comanche, Piper Navajo, and a Piper Mojave, all prior to 1997. Since 1997, I have flown a Piper Malibu, a Cessna 414, an A36 Bonanza, and the G35 Bonanza.

My last flight review was April 15, 2020, with Henry Cutbirth. My last medical was 9/19/2018, by Dr. Rachelle Young under BasicMed. The last annual inspection of N4636D was April 2020, by Odessa Aviation in Odessa, Texas.

On the morning of September 7, 2020, I departed Fort Stockton's Pecos County Airport at approximately 11:00 am CDT with two passengers, Diana Kathleen George, my spouse, and Kennedy Lauderdale, my

granddaughter. All adult occupants were secured with seat belts and shoulder straps. The child was secured in a car seat. I had filed and received clearance from ATC for an instrument flight plan to 34TS, Canyon Lake Airport despite 34TS being a VFR only airport. The flight was uneventful until approximately 12:45 pm CDT. I was approximately 6 miles north of 34TS, had just received clearance for the visual approach, and cancelled IFR with San Antonio Approach. Shortly before I had changed the fuel selector to the Left Main tank as per the POH in preparation for landing. At about 2000 feet MSL the engine sputtered once and quit operating. As I looked for a suitable clearing for an emergency landing, I cycled the fuel selector through each of its 3 tank positions and attempted to restart the engine unsuccessfully three times. I had already turned toward a clearing in the trees and as it was obvious that an emergency landing was imminent, prepared to land in the clearing. I chose to land gear up due to what appeared to be rough terrain in the clearing. The last thing that I remember prior to impact was shutting off the power to the airplane. I do not remember the impact and have no recollection of events again until some construction workers arrived on the scene.

Hopefully, this narrative will assist you in your investigation. Should you need further information please contact me.

Sincerely,

A handwritten signature in dark ink is written over a solid black rectangular redaction box. The signature appears to be "Cecil R. George".

Cecil R. George