

## Fox Todd

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**From:** Jerry Harvey [REDACTED]  
**Sent:** Sunday, October 18, 2020 12:55 AM  
**To:** Fricker, Brian F (FAA)  
**Cc:** Fox Todd; Johnson, Jeffrey S (FAA); McMillan, Frederick W (FAA)  
**Subject:** RE: Accident

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Statement on accident:

Here is what I remember and believe to be true.

I planned a vacation trip in N104RK with my wife Barbara and stepdaughter Jesse to South Padre Island. Original plan was KRYW -> KBRO 9/25/2020, returning KBRO -> KRYW 9/28/2020. On 9/24, I flew N104RK in the evening briefly to "sharpen up", and filled both wing tanks at KRYW. I set the pump at 20gal, which filled the right tank to overflow, and visually filled the left wing tank full but not quite overflowing just as the pump reached 20gal and shut off. Pre-flight check of both tank gauges indicated full the next day (9/25), and when loading baggage, the right tank vent leaked a small additional amount as the tail dropped slightly. Calculations in both Foreflight and Bonanza Performance applications indicated well over 1 hour reserve for the full round trip with full mains.

We departed KRYW->KBRO on 9/25 on the right tank at approx. 1PM, activated flight plan and obtained flight following. We had a <10kt tail wind and I adjusted altitude as needed to maintain VFR in the presence of scattered and broken cloud layers, and did not switch tanks. As we approached KBRO, Valley approach informed me of worsening precipitation conditions, and I chose to divert to alternate KPIL. After landing and waiting approximately 1 hour at KPIL, weather conditions improved at KBRO and I flew KPIL->KBRO without incident.

For the return trip, I checked fuel levels with left full and right slightly below half, so added 10gal to the right tank for additional safety margin on 9/28 at KBRO and switched to left tank. I reviewed Foreflight forecast and noted gusting winds with variable direction forecast in the KRYW area in the arrival time frame, so I pre-planned possible diversion to nearby airports such as KBMQ, T52 if needed. We departed KBRO->KRYW at approximately noon with flight following, and again adjusted altitude as needed to maintain VFR with occasional scattered or broken cloud layers.

The return flight was without incident until approach to KRYW. I reviewed METAR and KRYW ASOS, which indicated (as I recall) conditions of up to 12G25 with variable direction 10-30deg. I descended to pattern and entered a 45 degree to long final for 33. I had decided in advance, due to the gust and cross-wind conditions, to attempt a landing no more than twice before diverting. On the first long final attempt, I decided my approach was not stable enough with gusts, crosswind, and up/downdrafts before I crossed the numbers, and executed an immediate go-around, leaving flaps and gear down. I climbed to pattern through crosswind and downwind legs, and began descent again abeam the numbers, extending the downwind for a long final to give myself additional time to achieve a stable approach and make a possible decision to divert to an alternate airport. During descent, after turning left base for 33, I heard and felt the engine idle down with no warning. At this point, things happened very quickly. I told Barbara and Jesse to secure for an emergency landing, and I attempted restart sequence by switching tanks by feel, verifying mixture in, and exercising left/right/both magneto while prop was windmilling. I recall hearing the stall alarm and feeling the right wing drop, and have no memory after that point.