

The week of June 21 I received a message from my student Satya Sivunigunta's wife that north Houston airport (9X1) is closing and to help move his airplane to Conroe airport (KCXO). Being that I am his flight instructor and named on the insurance policy for N4216J I assisted in the matter. The day before the incident I contacted my brother an instrument rated private pilot to help me with the flight because I always choose to fly with a co-pilot since two sets of heads is safer than one which is something I teach as good crew resource management. The morning of the flight the weather check is good for a flight as we do our typical preflight check which consists of the IMSAFE checklist and weather and flight condition checks. Being that I am a flight instructor and although this is not an instructional flight I like to lead by example. So, as we get to the hangar, I pull out the checklist for the plane and go through the entire preflight check list with my brother. I visually verified our fuel levels to be around 38 gallons total and did a weight and balance with the two of us on board to make sure we are safe to fly within limits. After completion we start the plane and continue with the appropriate checklist usage the duration of the flight which includes pre-taxi and runup. Before we take the runway, we do a preflight briefing and that I am PIC and my brother will help with radios and be extra situational awareness for me. I get out the short field take off checklist and put in the required flap settings the checklist asks for. As we take the runway, we lineup using all available runway and hold the brakes and put in full power. We check the engine instruments making sure everything is in the green and release the brakes for take-off. The aircraft begins to build airspeed as my brother calls out airspeed is alive and as we get to our rotation speed we lift off. As we begin to climb my brother lets me know our speed is no longer building, I immediately terminate the climb as to avoid any stalling to keep whatever airspeed we have. As we notice the trees at the departure end getting near and our airspeed no longer building for safe climb, I immediately do what we brief and that below 1000' AGL (above ground) we can't make a turn back to the airport or as we call "the impossible turn" and my focus was safety and not stalling this airplane. I begin a 30-degree bank to the right noticing a construction site and made the decision to put the plane down. With the site made we touch the ground in which I was prepared to retract the flaps for aerodynamic braking as to not continue floating since the site was small and I did not want to continue floating and bouncing into the trees. We hit an embankment which stops the plane. We end up exiting the airplane and begin calling for help and emergency services.

7/7/21

X 
Omar Abuhamra