

Incident of N6474Q on July 21th 2021 at approximately 21:10 pm CDT (0110Z)

Location of accident: M72 (New Albany, MS) approximately 500' north of runway 36 end. See map below. The picture on the right below show the location of the airplane in relation to runway 36 end.



Nature of accident: on map above in red is the pass of attempted go around after landing on runway 36 without landing light or runway light due after total airplane electrical failure due to broken alternator belt. Black circle indicate final resting place of airplane. The blue indicates the location of an old wiremesh fence that was rolled up on the ground. Only a single 6' 2" diameter fence post was left standing. This post went through the left wing of the airplane as it was taking off and about 6' up in the air.

The picture below shows the airplane in relation to the fence and the fence post. (The post was still standing after the accident but was pushed down to allow access to the towing vehicle, as was the fence flattened down due to towing operation). There was no landing gear tracks on the rolled down fence as I walked through it the night of the accident, the plane flew above it.



Damages to the airplane: below are pictures of the fence post, wing, propeller and missing alternator belt.



Type of flight: VFR from KLOZ (London Corbin, KY) to M72 (New Albany, MS). Distance: 285 NM. No flight plan filled. Departed KLOZ at 7:10 pm CDT, ended at about 9:00 pm CDT. 5 hours of fuel on board. 1 hour during daylight, 1 hour during nighttime. Altitude of flight: 3000' AGL.

Weather: Daylight: few clouds at 4,500' (cumulus). Visibility about 20 miles but hazy for the first hour of flight. Nighttime: Visibility unlimited, ceiling unlimited, no cloud, full bright moon. Wind calm and variable for the duration of flight. No turbulence.

Sequence of events: Night flight started one hour after departing KLOZ. Upon turning on my running lights, the BATT indicator on my engine monitor started flashing. To preserve my battery charge I pulled the fuses on all instruments but the transponder. I had two options for landing: Tupelo or New Albany. As I approached the Mississippi state line, my transponder went out. I was pretty sure by then that I would not have radios to turn the runway lights on. My only option was then New Albany as I knew all the obstacles around it and that the runway light are almost always on because of a problem with the activator. Class C Tupelo was no more an option without radio, transponder and running lights very dim. 20 Miles before New Albany I extended the gear manually to save as much battery as I could and saw that the runway light were off. After entering left downwind runway 36 I turned on my radio on M72 CTAF but was not successful turning the runway lights on. I made first made a low pass above the airport to try to locate the runway guiding myself with the rotating beacon and the wall of trees on each side of the runway. During that low pass, I noticed that the runway was barely visible as a gray shade in the middle of the black grass. I did a go around and attempted to land a first time. I hit the runway and bounced a couple time. I applied full power and made a second go around. This second time I touched down abut at the same level as the rotating beacon, bounced 3 times, each time recovering the plane with some power and finally landed on the runway. When I started to apply the brakes, I saw the runway end coming at me and I decide to go around again. It is during that second go around that I hit the fence post with the left wing at take off. No damage was done to the runway or runway light. Nobody present the next morning could figure out what the propeller hit. It is only after I exited the airplane that I thought about using my cell phone to call the airport manager to turn the runway lights on...

Passenger: Sole occupant: Pierre H Brossard, New Albany, MS. No injurie.

Pierre H Brossard

7/27/2021