

Jordan Gage

Student Pilot: [REDACTED]

2099J Incident Statement

This statement is to the best of my knowledge of the events of September 10th, 2021, regarding the forced landing of 2099J.

At roughly 10:22 AM September 10th, 2021, 2099J took off from 12L at KBJC with John Hodges and Jordan Gage onboard. This was a progress check for Jordan Gage, the student pilot, to fly cross county solo. A flight plan had been made to KIBM as part of the check but was not used as the actual evaluation did not need the whole route to be flown. The student pilot, Jordan Gage, was at the controls from engine start up till power was found to be gone, will be discussed later. The plane had 46 gallons of 100LL in the tanks.

Following a normal takeoff and departure from KBJC, 2099J was northeast bound from KBJC flying the planned path toward KIBM. The times that events happened are very rough following the takeoff time as that was not a large focus for myself once the engine issue simulations started. Approximately 20 minutes into the flight, 2099J was south of Greeley. The instructor, John Hodges, told the student that the engine was seeing high oil pressure. The engine pressure was fine, just creating the simulated situation to see how the student would react. I, as the student, told the instructor what my response to the simulated situation would be and as part of that said that I would go land at the Greeley airport. 2099J then performed a touch and go at Greeley, KGXY. Upon takeoff at Greeley, the instructor told the student to start heading back to KBJC. I turned the airplane towards KBJC and began struggling to get KBJC as the destination in the onboard GPS. The instructor then began to present several simulated engine issues.

The first one, following the touch and go, was another high oil pressure, for which I said that I would turn back toward KGXY and modify engine settings. Following that, a high oil temperature and then partial power failure were presented. The plane was turned toward the edge of Greeley with the instructor controlling the power while I evaluated if the plane could hold altitude. When best glide was reached it was found that the plane could hold altitude, I told the instructor I would fly on the edge of Greeley, intending on landing at KGXY if the plane continued to hold altitude. Following that response, a simulated engine fire was presented. I went through the memorized portion of the checklist, pulling the power to IDLE, and indicating, but not actually doing, what the rest of the checklist would include. Items such as pulling the mixture to IDLE CUTOFF, which was not performed, pulling the fuel shutoff valve to closed, also not performed, and pitching the airplane to 100 KIAS. Upon reaching 100 KIAS, instructor informed me that the simulated engine fire had gone out. I then pitched the airplane for best glide speed of 68 KIAS and picked out a field I would land in. I indicated that I would not try to restart the engine in the case that an actual fire had happened and continued to fly the approach to the field. At approximately 1,200 AGL, the instructor informed me that I had completed the simulation and to go around. I applied full power, when the engine did not respond, I pulled the power back and applied full power again. When this also resulted in no engine response, I informed the instructor that we had no power.

Following being informed that the plane had no power, the instructor took the controls and asked me to dial in the emergency frequency. 121.5 was dialed into radio 2 and put into the active position. The instructor declared an emergency and began turning toward a different nearby field. A response was heard on the emergency frequency and the instructor responded to it; I do not remember the exact details. During that, I went through the memorized portion of the engine loss checklist. The auxiliary fuel pump was turned on, fuel selector verified to be on both, and magnetos verified to be on both with a spinning propeller. I did not touch the throttle or the mixture as I was not at the controls. Following no engine response, due to the low altitude, the auxiliary fuel pump was turned off in preparation for landing as there was no time to attempt to restart the engine further. The instructor informed me that the landing would be rough and to open the door. I did so and braced for landing. Following touch down and the plane flipping upside down, I found myself upside down. The instructor and I made sure that we were both conscious and not immediately concerned about our physical state and began to exit the plane. Once out the instructor informed me, he would need help as his ankles were hurt. I ran over, helped him to his feet and we got away from the airplane. Following that, 911 was called, people were informed of what happened, and we were taken to the hospital.