

Written Statement for FAA – Daniel B. Davis

On August 18, 2022 at around 8:30 am, I took off from runway 22R at the Baton Rouge airport with my CFI Christopher "Gage" Oneal.

The plane was hangared at the Northwest T's at KBTR in one of the Davis Aircraft hangars. Before Gage arrived, I pulled the plane out of the hangar and did the preflight. Once Gage arrived, I advised tower we were going to do some touch and go's and I taxied to Runway 22R. I was pilot in command at this point. I performed the pre-takeoff checklist items and did a pre-takeoff briefing.

Fairly soon after takeoff, we could see that we not going to be able to maintain VFR and do pattern work, so Gage got an IFR clearance for the ILS for 22R. Gage was now the pilot in command.

On final, we were still in the clouds, I would estimate around 2000 AGL. Due to the fact that we were soon going to land, we disengaged the autopilot. As we were descending toward 22R, I recall the tower telling us that cloud bottoms were reported at 800 feet. Almost immediately after hearing that, we came out of the clouds much higher than 800 feet – I would say we were at least 1500 feet or so. The runway was in sight and we were high. We already had our gear and flaps down and we had been cleared to land.

Gage pointed that we were high and that we needed to lose altitude. . He pitched the plane down and we increased our rate of descent. I would say that within about 5-10 seconds of that, we felt a sort of bump and realized we had lost the engine. Gage cycled the magnetos and went through restart procedures, but the engine did not restart.

Gage called out the emergency on the radio. At this point, we just were looking for a place to put the plane down. We made it to the field just outside the airport northeast of Runway 22R, clipping the trees as we entered the field. We hit the ground just short of the drainage canal that runs across the field. We bounced over the canal and landed on the other side of it.


Daniel B. Davis

8-19-22