

Statement of Record – Austin Flitton (Flight Instructor), Hannah Hulen (Student Pilot) – Witnesses

Austin Flitton Interview

On September 7, 2023, via telephone call, Houston FSDO ASI JSH spoke to Austin Flitton, a certificated flight instructor who was at Huntsville Municipal Airport (KUTS) at the time of the accident involving aircraft N6059G. Mr. Flitton stated he was preparing to embark on a training flight with a student pilot. Mr. Flitton stated he knew the accident aircraft departed Conroe. He stated he had another flight instructor who witnessed the aircraft do a run-up and depart (Conroe-North Houston Regional Airport, KCXO). His witness at CXO stated takeoff of aircraft N6059G from CXO was 10:28am. Mr. Flitton observed the aircraft in Huntsville and estimated they were in Huntsville for twenty to thirty minutes before he and his student got there. He stated that he and his student landed and got fuel in Huntsville (KUTS) and observed the aircraft in the pattern. Mr. Flitton stated that as he and his student were doing a walk-around of their aircraft, they heard an aircraft engine decrease in rpm. They turned to the direction from which they heard the rpm decrease and witnessed an immediate rocking of the wings of the aircraft with not much of a nose pitch down until the aircraft started to try to turn left to return to the airport after taking off from runway 18, southbound. With the engine loss of rpm Mr. Flitton believed the pilot made a decision to return to the airport. Mr. Flitton guessed the aircraft was roughly at about 500' +/- 100' above the ground. He believed they tried to make an impossible turn. By the time the aircraft hit 90 degrees pointing eastbound they entered a spin and headed straight to the ground, nose-down. Mr. Flitton believed that because the aircraft is resting in a westbound direction the aircraft did a half of a turn before immediate impact. Mr. Flitton stated three construction workers got to the aircraft before he did and tried to get the pilot in the left seat out of the aircraft. Because the pilot's legs were pinned, they were unable to remove him. Mr. Flitton stated the pilot in the left seat had a light pulse and the pilot in the right seat had a pulse but heavy contusions to the face. Both pilots were wearing seatbelts. He could not recall if the shoulder harnesses were being utilized. Mr. Flitton stated the pilots were making radio calls and communicating and believed that from the few touch-and-goes he witnessed, they were doing well. Mr. Flitton stated that from what he heard, there was no "pop" and no "bang"; it was almost as if the throttle had been pulled back. He stated the smoothness of the power loss is what he heard. He didn't think it sounded like an engine failure; it was just engine rpm was in, and then it wasn't.

A written statement from Mr. Flitton was subsequently requested.

Hannah Hulen Interview

Ms. Hulen was sitting with Mr. Flitton during the telephone call. Ms. Hulen stated she could corroborate all that Mr. Flitton had stated. She stated they watched the aircraft depart runway 18 and not gain a significant amount of altitude. She agreed the altitude was approximately 500', not very high. Nothing to say there was a catastrophic engine failure; it just lost power, then she observed the airplane pitching up and banking to the left and it was over quite quickly after that.

Mr. Flitton had previously stated that he believed the engine rpm decreased from about 2600rpm to about 1500rpm.

**JEFFREY
HAYES**

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