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Central Region - Aviation Safety

Date: February 3, 2023

Subject: CEN23LA066

Contact: Pilot, Dr. Justin Cutler

The pilot of N8137P provided the following statement:

"On December 19, 2022 we departed KMCI where our plane had been parked for the past seven days. We were topped off with 100LL fuel just prior to departure with Signature's AV Gas truck. Pre-flight inspection and start-up were without incident. I was able to obtain clearance for my IFR filed flight to KHRO prior to take off. During our climb the air temperature was noted to be close to zero Celsius so asked to level off at 5000 feet to be 2000 feet below the clouds to avoid any icing. We flew for close to an hour and fifteen minutes in smooth air without any issues switching our tanks twice during flight. Gages were monitored including each [cylinder's] EDM. All cylinders were firing at normal temperatures, fuel flow stayed consistent with tank changes. As we neared KHRO I requested the RNAV 18 approach into KHRO via ADOKE. As we entered the approach I began all of my normal pre-landing checks. We had more than 10 miles of visibility and cancelled our IFR flight for a visual landing, but continued with autopilot along the RNAV 18 approach. As I went through landing procedure check list several times and monitoring all gages we were set up for a perfect approach right on the glide scope. Landing gear was put down and the first notch of flaps were applied. I had decreased the throttle to stay at landing speeds (currently at 100knots). I slowly applied full mixture. I remember Foreflight (being ran on my iPad as a tertiary device) announcing 500 feet above ground level then suddenly the engine stopped. All electronics and gages were still functioning. I attempted emergency restart and checked mags, checked that the fuel tank switch had not been bumped to between tanks. At this time it was obvious I did not have enough speed and elevation to make to runway and tree tops were getting closer. A small opening in the trees was observed. I was able to get the plane over a couple

trees and then pushed the plane down in to the small opening. We were on a slightly sloped hill side and impacted fairly hard. Fire was noted going over the windshield as we continued into a full stop. We were able to immediately exit the plane through the front passenger door that was knocked open on impact. Large flames continued to engulf the plane as we obtained a safe distance from the plane."

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