

TO: LR FSDO, Thomas J. Farago

12/15/2023

FROM: Robert (Steven) Yingling

Concerning the events of Monday, 12/11/2023, in aircraft N113DT.

On Monday morning Janson Hanana asked me to look over his aircraft, an RV-6 N113DT, after he had installed a new #1 cylinder due to low compression. I am an IA and he wanted a second set of eyes on the plane and to ask me about an issue he had at low rpm. I briefly looked over the engine and pointed out a few items to complete. Jason then asked me to come back later after he had finished up the aircraft and listen to it run. He claimed a "stumble" in the engine at approximately 1500 rpm. I left and returned at the appointed time, but he had not finished. I assisted him with pulling the plane out and getting it ready for a ground run. The aircraft had a flat left main tire at the time. I entered the aircraft on the right hand side. Jason informed me that I would have to run the aircraft from the left seat because the right side brakes did not function. Upon trying them I noted that he was correct and slid to the left seat for the run up. During the initial run I noted that the engine was set to idle at 500 rpm. I felt this was a bit low so he increased the setting on the carb to approximately 750 rpm. No "stumble" was noted during either ground run. Jason then asked if I would accompany him to check it in flight. I agreed as I had never ridden in an RV-6. I helped him install the cowling. He then attempted to air up the left main tire. He had difficulty getting it to take air and had to completely remove the wheel pant to accomplish the task. The gauge he used to inflate the tire failed to give a reading on the amount of air in the tire, but he felt it was sufficient for flight. He asked me to visually verify the fuel load while he installed the wheel pant. I noted that the right main was nearly $\frac{1}{2}$ capacity and the left main was approximately $\frac{1}{4}$ capacity. He stated that it was plenty for our flight, which I assumed would be brief as it was getting dark. By the time he finished prepping the aircraft it was after sunset, I do not recall the actual time. I suggested that we postpone till the next day during daylight, but he was adamant that we fly then. I reluctantly agreed to go along, as I assumed it would be a brief flight in the pattern. Jason taxied us uneventfully to the run up area for runway 19 and performed the run up. A slight stumble was noted while switching mags to the electronic Surefire mag. It was very brief and he informed me that it was normal. He taxied us out and performed the take off. He flew us east, where while above M74, he asked me to briefly take the controls while he performed a task with the GPS. I circled M74 briefly after which he resumed control of the aircraft. He then flew us to M60 where he performed a straight in landing on runway 09 after a rapid descent from approximately 5000 feet indicated. The descent hurt my right ear and was extremely uncomfortable. His landing was quite firm and he landed with both feet fully on the brakes. During his approach to landing we both noted a "stumble" at approximately 1500 rpm. After remembering the stumble during the run up at KSRC I suggested the issue might be with his Surefire magneto. After a short taxi off the runway then a back-taxi to 09 he performed an uneventful takeoff and headed the aircraft back to KSRC. During the trip back he ascended to approximately 7000 feet indicated. After reaching KSRC he again began a rapid descent north of town that again caused a good deal of pain in my right ear. It was at this point that my memory fails. My next memory is a mere flash of a very chaotic ambulance ride and then my memory begins to clear as I am inside a CT scanner at what I later

found out was Unity Hospital in Searcy. In all I lost approximately an hour and ½ of time. The hospital notes state that EMS brought me in as the copilot and that I was combative, easily agitated, and amnesiac. I was not oriented to time or place. I was diagnosed with a severe concussion, various lacerations, a bruised lung, and extensive soft tissue trauma. I was admitted to the hospital to be monitored by a trauma surgeon and was released Wednesday afternoon, 12/13/2023. Jason was treated and released from the ED that evening. He stopped by the trauma room I was being housed in and briefly spoke to me and my wife. Apologized for what happened and said "We were lucky to be alive, and we had been touched by God". He stated the hospital told him that I could not recall what happened. I confirmed this. We shook hands and he said we would talk later. I have had no further contact with him since that night.

A black rectangular box redacting the signature of Robert S Yingling.

Robert S Yingling