

Statement from Zac Willis, Certified Pilot of Cirrus N825JC on 8/3/2024

On August 3, 2024, I prepared N825JC a Cirrus SR22T for a short flight from RVS to TUL for maintenance. The parachute was scheduled to be repacked at Auto Pilot Central/Sparks at TUL. I performed a normal preflight with no abnormalities found. The fuel was well above the tabs and confirmed on the MFD to have 70 gallons usable on board. I knew this was the first flight for the new engine. Knowing this I gave particular attention to the runup with no abnormalities found. All engine and electrical system indications were showing normal indications. At approximately 12:46 central time I took off 1R as the sole occupant from RVS. RVS tower gave me a short vector with a left turn to 350 before handing me off to departure. Tulsa approach gave me straight in for 36L. I landed at TUL without incident at approximately 12:53. During taxi into the ramp via Kilo I still had no indication of a problem. I didn't see anything, smell anything or have any indications on the PFD/MFD. After shutdown while still seated/belted and gathering my things the line guy noticed smoke coming from the engine compartment. I looked up and noticed a light white smoke coming from the front around the spinner. My first thought was that wasn't normal, but maybe its related to the new engine break in. I was thinking maybe some gaskets or piston rings are seating. As I exited the aircraft, I noticed the smoke starting to build and change color to a darker smoke. At that point I realized we had a problem and asked the line guy to call the airport fire department. I crawled under the airplane to look up through the louvered vents under the engine compartment. I saw electrical sparking/arcing up inside the compartment. Thinking we had an electrical fire I ran back to the cockpit to verify all the electrical switches were off. I verified they were off but noticed that the PFD/MFD were still on, and the avionics fan was running. I called 911 to get the City of Tulsa's fire department started and grabbed the halon extinguisher out of the cockpit and used it spraying up through the louvered vents. At this point a gentleman working at the FBO came up with a dry chem/multipurpose extinguisher and discharged it through the oil access door on the top of the cowling. Soon after two crash trucks were on scene, and they took over suppression efforts. I stood by at the FBO and made notifications to the owner and cirrus reps. Notifications were also made to the head mechanic at Auto Pilot Central at Sparks who I waited for and transferred care of the airplane to.

Respectfully,


Zachary R. Willis

Pilot Cert 

Flight Review: 12/22

6 Month Cirrus Recurrent 4/30/24

2nd Class Medical Issued: 7/23/2024 by 