

Fwd: N611SP

Warren Cleary to John Kearby
:

01/07/2014 09:22 AM

From: Warren Cleary [REDACTED]
Date: January 7, 2014 at 8:15:01 EST
To: Warren Cleary [REDACTED]
Subject: N611SP

Uneventful flight from kryy to Oga1. On the return flight everything was normal until about halfway or just past lake Lanier. The fuel psi dropped to .1gph, then almost immediately engine roughness and a substantial drop in rpm. I turned on aux fuel and performed a restart which brought rpm up to about 3000. The engine was very rough and the whole plane was vibrating. I selected nrst on the garmin and headed toward Cherokee co airport which was about ten nm away. After about 3 or 4 minutes of loosing 200 fpm and recognizing the terrain getting worse ahead I decided to perform an emergency landing. I asked Tim to dial in 121.5 and I declared an emergency. I said my tail number and we had engine problems and we're going down I looked at the garmin to try and get an exact location but then decided to focus on landing. My options were a football field surrounded by obstacles, a very hilly golf course with people, or an open cow pasture surrounded by trees. I chose the pasture because it looked the safest. I lined up parallel to my intened landing direction then performed a right 90 and then a left 90 to reduce altitude. Once lined up I performed s slip over the trees to drop in and reduce airspeed. I straightened up during my flare and touched down smoothly on the top of small hill. We went down and back up another small hill which launched us into the air 5 or 10 feet. I flared again but our lift was ineffective at that speed and we impacted the soft field and the left main snapped immediately slowing us which pressured the nose gear until it failed which led to an abrupt stop and skid to the left about 75 degrees. The ELT audible was sounding and I turned of all systems and instructed Tim to exit. I looked and smelled for fuel leaks and without any evidence of fuel I got back on the radio and announced we were ok. I then called the aircraft leasee, John Hansen, and told him what happened. I gave him an approximate location and said I'll call back with an address. He called back a few minutes later and asked me to turn off the ELT. I did then exited. We had farmers pick us up and take us to the road where we got an exact address and waited for John. When he and Marcelo arrived they surveyed the damage, spoke with the property owner, and retrieved some logs from the plane. They then drove Tim and I to a local police/fire station where John went in to let them know of the incident. Afterwards we headed back to kryy.

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Warren Cleary

[REDACTED]

Education, Rigging & Gear SuperStore!



Rockmart, GA 30153

Emergency Landing - 01-04-2014 - Official Statement

Tim Tom to
: John Kearby

01/07/2014 10:00 PM

To whom it may concern,

My name is Timothy Brandt and the following is my official statement regarding the emergency landing performed on January 4th, 2014 near Canton, Georgia.

Warren Cleary and I departed McCollum Airport for Mustang Field on Saturday, January 4th, 2014. We landed briefly at Gainesville Airport before continuing our flight. The departing flight was uneventful landing at Mustang Field where we enjoyed lunch with his parents.

Our returning flight path took us directly over Gainesville Airport and Lake Lanier. The flight was uneventful until shortly after passing Lake Lanier at which point our fuel pressure indicator started to read between 0.1 and 0.2 resulting in an engine cut-out. Warren immediately restarted the engine but it shook violently and was obvious to me, a non-pilot, that it was not functioning properly. Warren asked me to tune the radio to the emergency channel at which time he declared an emergency. During these procedures he also redirected our flight path to the nearest airport, Cherokee County. At this point our engine was at 3,000 rpm and we were losing about 200 feet per minute. Warren made the decision to conduct an emergency landing rather than risk the flight to Cherokee County Airport. Warren found a suitable piece of land and put the plane down without any injury to himself or I.

After performing the landing Warren immediately shut the plane down and contacted the leasee of the aircraft informing him what had transpired. The leasee asked for our location and informed us he would be there as soon as possible.

While Warren and I waited, several individuals, including the property owner, came to make sure everyone was uninjured. We waited outside until the leasee arrived and drove to the Sheriff and Fire Station. The leasee informed the authorities of what had happened and we returned to McCollum Airport by car.

Regards,

Timothy Brandt

[REDACTED]
Roswell, GA 30075
[REDACTED]

Re: Statement

info to
: John Kearby

01/07/2014 03:30 PM

Mr. John Kearby

Here is what I know about the incident that happened to N 611SP on Sat. Jan 4th 2014.

Mr. Warn Cleary rented N611SP from Hansen Air Group about 10:30 Am. He stated that he would return by 5:00 PM. He departed RYY with the gas gauges showing about 3/4 on both tanks (20 plus Gallons of fuel). Shortly after 3:00 PM I received a call on my cell phone from Warn that he had the engine quit on SP and he had landed in a cow pasture just off of GA 20 and GA372. I ask if he or his passenger were hurt and he said no. I told him that I would be there as soon as I could. When I got to the cow pasture Warn and myself looked the aircraft over to make sure that there was no fuel leaking and secured the aircraft. We then went to the local fire station (about 1/4 mile from the cow pasture) and told the personnel there what had happen and ask them to call their dispatcher (911) and let the local law enforcement know that everything was fine and we did not need their help. They said that they would do this.

We then returned to RYY as it was getting dark, and there was not a thing we could do at the aircraft. I notified the aircraft owner (Wesley Blalock) what had happen. I told him that I would take care of his aircraft. He said that he was out of town and would be back on Jan 10th.

Sincerely Jon D. Hansen

Hansen Air Group

[REDACTED]

Cobb County-McCollum Airport (RYY)

Kennesaw, Georgia 30144

[REDACTED]