

To Whom it may concern:

March 25, 2015

I, John K. Hodges, make this statement regarding an incident which occurred yesterday, March 24, 2015, in Suwannee County, Florida, involving my trike, N993RA. I was taking the practical exam with examiner Peter Wallace. I did a through preflight examination of the aircraft. We took off with a normal take off. I did some PTS maneuvers as directed. I was asked to perform a simulated engine out. I reduced engine power to idle. As I was attempting to recover from the maneuver, the engine died. We went into some bushes.

A black rectangular box redacting the signature of John K. Hodges.

John K. Hodges

Mr. Timothy Monville, Sr. Air Safety Investigator
45065 Riverside Parkway
Ashburn, Virginia 20147

Dear Mr. Monville,

Per your request, the following should address all of your concerns:

The Rotax 582 engine, serial number 5503586, on experimental aircraft N993RA was inspected with a non-recording borescope and found to have no damage, no evidence of scuffing or scoring of the piston sides, and in particular no damage as in the exemplar photograph. Since no repairs were required, none were performed.

The Koolprop model R62 propeller was installed on the engine, on the airframe, for setting the correct propeller pitch. The initial pitch was set steeper than a propeller on another aircraft in the hanger, and the engine run up to full power. Each time the full power RPM was less than the redline RPM, the pitch was made less steep until a value close the EIS redline RPM was achieved. Note that the EIS had a value of 6350 RPM, less than the value in the manual. Not knowing if there were model differences, I went with this lower value. I was able to achieve a final RPM between 6300 and 6350, and there were no indications of an engine malfunction while running at any speed.

Respectfully yours,


John K. Hodges
3/4/16