

From: Bruce.LIU [REDACTED]
Sent: Tuesday, April 28, 2015 4:15 PM
To: Clint Ellerbee; Clint Hughey; darbyecrouch [REDACTED]
Subject: AIRCRASH REPORT

Aircrash Report

Aircraft: Da 20 Tail#248 ME

Time: 16:10 local time

Place: Merkel Field Sylacauga Municipal, Alabama, United States

PIC: Liu,Baofu(Bruce) (REMARK: student pilot with Total

Duration of Flight Time 52.6 hours)

Detail:

On April 27th, I had my flight course(REMARK:3.0 solo xc CFI Crouch to follow from 14:30 to 17:00 KCCO-KSCD cross country). I had a preflight about 14:00 and my instructor did a second preflight. There was not enough fuel so I got more fuel at FBO. I did the checklist and taxied to the runway 32 with a normal departure. On my way to KSCD, I followed checklist strictly and often reported my heading, altitude and ground speed in the radio call. Everything went well during this flight time. When I got to the airport, I flew a normal traffic pattern and landed on runway09. I wanted to use the restroom so I taxied to FBO. With a quick rest, we were back to our plane and had a preflight.

I followed the checklist and did everything. Then I started and taxied to runway 09. Takeoff was normal, then when I climbed about 300 feet (I watched AI indicating about 1000ft. The elevation of KSCD is 569' MSL.I had already set the altimeter with 29.89 on the ground), I felt the engine was bumpy and tough to

climb. I checked the Mixture Rich, Fuel Pump ON, Power Forward, but still it made no sense. I made a radio call quickly

"Sir, I felt my engine is bumpy",

then my instructor told me

"Mixture Rich, Fuel Pump ON",

I followed his instruction and did that again, but this time the RPM started to decrease, from 2300 to 2000. I told my instructor

"no use, the engine still bumpy and RPM decrease."

He told me "back to the airport and land". Then I turned to the crosswind and made a radio call,

"Sylacauga traffic, DA 248 ME turning crosswind" with the altitude about 1400'. When I joined downwind there was a helicopter in sight above the end of runway 09. I want to avoid wake turbulence. I maintained altitude with engine bumping strongly and also I felt my stick shake. When I was at the middle of the runway, I did Mixture Rich, Fuel Pump On, LDG lights ON. This moment I just had the speed 70 and the RPM 1800. I made a radio call,

"Sylacauga traffic, DA 248 ME downwind, emergency landing."

When abeam numbers I decreased a little power and Flaps takeoff. I wanted to make a short final landing, so I directly turned to final and made a radio call,

"Sylacauga traffic, DA 248 ME, turning final emergency landing." Meanwhile flaps LDG.

I began to land but I was too high and over more than half of the runway. My instructor called me, "Bruce go around!" I put forward the power, Flaps takeoff and backward the stick. The plane climbed with a rapidly decreasing RPM, then I heard the stall warning with the air speed about 50 and lost altitude. I tried to fix the attitude and watched for area to land (This moment the throttle was lose and

I had already idle). In my front, there were some houses, on my right there was a small space and some grass. I turned to my right with flaps LDG and flew over the trees but I couldn't see power line. My right part of wingtip was caught by the power line. Then I made a turn to land. My landing was heavy, and the propeller hit the ground. I jumped once then landed again. When I was on the ground, I turned off some switches, (lights fuel pump, generator, battery,) mixture cut-down and removed the key, finally opened the canopy and left the airplane.

As the result, I didn't hurt anywhere. No pains. 3 minutes later, the police came. I made a call to my instructor and told him I was safe and where I am. 10 minutes later he arrived to see me.

Reporter: Bruce (Liu, Baofu)

Time: 04/27/2015

Add: Without my instructor's instruction, I can't survive.