

Report Date 09/24/2015

Mark Easterwood

PPA Certificate [REDACTED]

Repairman Certificate [REDACTED]

Vans RV-6A, N555TN

Event Date & Location:

09/07/2015 10:00 AM hard landing at [REDACTED] Old Dalton Road NE, Rome, GA

Arrival at Airport

1. Arrived at KRMG airport ~8:00 AM, opened hangar and backed car in next to airplane. Opened the driver's side window and left the keys on the dashboard.
2. Guy from neighboring hangar came over and introduced himself. We chatted and went over to look at his ultralight. We had a nice conversation and he let me sit in his craft and operate the wing/sail.
3. I texted my boss to let him know I was at the airport.

Preflight

1. I conducted a complete preflight inspection.
 - a. Oil: 5-3/4 quarts
 - b. Right fuel tank: 3 gallons (dip stick check)
 - c. Left fuel tank: 6 gallons (dip stick check)
2. Noted fuel was low but adequate for 2-3 touch-and-go landings.
3. Fuel drain samples from each wing were clear. No fuel came out at engine sump drain.
4. Right wing/fuselage fairing was previously removed for inspection.

Starting Engine and Run-up

1. Engine started normally, oil pressure ok. Remaining start-up checks ok.
2. Verified operating on right fuel tank for all ground operations. Taxied to Runway 7 run-up area.
3. Switched to left fuel tank for run-up. No unusual items noted during run-up.
4. Auxiliary fuel pump switched on.
5. Announced on 123.0 MHz N555TN taking off Runway 7, closed pattern for touch-and-go's. No other aircraft observed or reported in the pattern.

First Touch and Go

1. Normal takeoff from Runway 7. Turned left crosswind beyond Runway 25 threshold at 1200'.
2. Turned downwind, plane at 1500'. Completed midfield landing checks. Added 20 degrees of flaps and turned base. Airspeed, engine RPM, altitudes all nominal.
3. Increased flaps to 40 degrees turning final for Runway 7. Normal touchdown, raised flaps, closed carb heat, set trim for take-off.
4. Added full power. Normal takeoff from Runway 7.

Off-Airport Landing

1. Normal takeoff from Runway 7. Turned crosswind beyond Runway 25 threshold at 1200'.
2. Turned downwind, plane at 1500'. Maintained 1500' turning base. Extended base past Runway 7 centerline. Maintained 1500' and turned upwind (with intent of landing Runway 7 after an extended pattern). Turned off aux fuel pump while on upwind.
3. Started crosswind turn approximately 4.5 statute miles beyond Runway 25 threshold.
4. Lost engine power ~10 degrees into left crosswind turn. Immediately performed 180 degree left turn directly to Runway 25.
5. Simultaneously verified fuel selector was on the left tank and attempted restart.
6. After unsuccessful restart and Runway 25 in sight, determined I would not make the airport. Saw a field to the left and turned towards it. Maintained airspeed to minimize the descent rate and clear the trees and power lines.
7. Descended over the trees and power lines and passed a large power pole on my left.
8. Once clear of the wires, aligned the plane parallel with the perceived crop lines, pulled back hard on the stick to flare, and touched down.
9. Maintained full backpressure on the stick after touchdown and throughout the rollout.

Post Landing

1. I remained conscious throughout the entire event. The rollout was quite bumpy. I do not, however, specifically recall hitting either wing, collapsing the left main gear strut, collapsing the nose wheel, or turning 180 degrees while stopping.
2. I was able to call my wife at 10:00 AM while still in the aircraft.
3. A farmer and his wife helped me out of the plane and we went to a nearby culvert where I sat down.
4. The ambulance arrived and I told them how to turn off the master switch and isolate the fuel selector switch.