



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

August 3, 2016

Subject: NTSB investigation ERA16LA276, N94JR, Piper PA28R, Panama City, Florida, July 28, 2016.

Record of phone conversation with Federal Aviation Administration (FAA) Inspector Clay Perkins of the Birmingham, Alabama Flight Standards District Office.

Mr. Perkins provided the following information:

Both pilots were Army aviators stationed at Fort Rucker, Alabama. According to the flight instructor, the purpose of the flight was to provide instrument training/practice for the left seat pilot. The airplane was fueled at the departure airport (EDN). About 30 minutes after departure while at 3,500 ft mean sea level, the pilot reduced the power to slow to landing gear operating speed. When he attempted to subsequently add power, the engine did not respond. It did not "sputter" or "pop" at any time. The propeller began windmilling, and the flight instructor performed the checklist for loss of engine power but was unable to restart the engine. He made a radio transmission advising the Panama City air traffic control tower that they would not be able to reach the airport. The airplane landed in a wooded area. The pilot receiving instruction received minor injuries, the flight instructor was not injured.

The right wing was separated from the fuselage and the fuel tank was breached. The left wing contained fuel and appeared "almost full." Mr. Perkins sampled the fuel which was blue in color with no water visible. The engine appeared "clean" and rotated freely by hand.

The airplane was reportedly flown regularly and was purchased by the owner about 1 month prior to the accident. It was based at EDN. The last annual inspection was performed in April 2016, along with an oil change.

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