

N39686 Timelines:**Email from Triad Aviation:****Jamie** [REDACTED]

To: [REDACTED]

May 26 at 3:47 PM

Good afternoon Mr. Tuttle!

We received your engine and I am in the process of getting it checked into our system. Firstly, was a log book sent with the engine? I didn't see one, however it could have been moved by one of our techs. If not, can you provide me with the tail number for your aircraft, as well as the total time on the engine? Also, I do not have a contact number for you. What is the best number to reach you, if needed?

I look forward to working with you! Have a great afternoon!

Jamie Kelley

Triad Aviation Engine Overhauls and Repairs

3439 South Aviation Drive

Burlington, NC 27215

800-334-6437 Toll Free

336-227-1467

336-227-1258 (Fax)

"All our dreams come true if we have the courage to pursue them." Walt Disney

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9/21/16

Received Text from Todd Gibson that plane was ready for a test flight from them installing a new engine.

9/22/16

Received email confirmation from Katie Escalante that plane was insured for \$100,000

Payment Confirmation [REDACTED]

Arthur J. Gallagher Risk Management Services, Inc.

39735 Treasury Center

Chicago, IL 60694-9700

9/26/16

In the morning I went to KFLO to test fly the aircraft as instructed by Precision Air.

Test flew aircraft to Hartsville and filled up the tanks at the KHVS.

Arrangements were made with Maurice and Hemming to do the annual and was told to fly the plane until it ran out at the end of the month.

Flew back to KFLO and told maintenance #5 temperature was high and there was light smoking from the engine. They indicated they were going to re-inspect the engine and fix the #5 temperature reading.

9/29/16 4:07pm

Received email from Todd Gibson at Precision Air indicating the plane was ready to fly and an invoice was attached for installing the new engine.

9/30/16

Last day to fly aircraft before plane is put into maintenance for annual. Precision air released the plane put in the plane the instructions on how to break in the engine instructions were to run the engine at 75% power setting for the first 2 hours etc....

Flight plan was filed to work on the engine break-in

Hugh and his wife departed KFLO on an IFR flight Cross Country. Weather condition was VFR. 20 minutes after takeoff and level at 8,000 feet (power set to 75%) engine started to mildly run rough. We cancelled IFR with a request for flight following descended to VFR altitude and turned back towards Florence. Several minutes passed and engine ran rougher. I went through all the applicable checks and procedures. Engine started to cut in and out and I declared an emergency with Shaw Airforce Base. Camden Airport was the closest airport and we attempted to land there. Approximately 5 miles out from Camden Airport the engine quit and we landed in a field.

Notes to FAA 10/16/16:

Take off from KFLO, executed a cruise climb with the cowl flaps open, mixture full rich, props were about 2500 RPM. In my scan on the instruments I noticed both the Cylinder head temperature and the Oil Temperature running hotter than I was use to compared to this planes old engine. The temperature needles were at the upper green arc. My habit when flying this Lance is to keep a continuous watch on the Bar Graph Analyzer on the UBG-16 and toggle through all 6 readings, the temperatures where all around 1100-1200, on the old engine they were running higher than that in the climb at this point I started questioning things. It was confusing me that the engine cluster gauges were hotter than I was use to and the UBG-16 EGT Bar Graph's where cooler than I was used to.

Once I reached cruising altitude and the airspeed increased the temperatures on left engine instrument cluster decreased to normal range. I looked at the EGT Gauge (#42 EGT Gauge on the Instrument Panel) The needle was far left and not registering any temperature, I commented to Paige that this had "never happened before". At this point in the flight the UBG Bar Graph Engine Analyzers were still reading lower EGT temperatures than I was use to compared to the old engine (They were all in the 1100-1200 range). At this point in the flight pulled out the paperwork that I was given by the mechanics at Florence after the test flight I did earlier in the week. After reading paper work, I was instructed to run the engine at 75%, I set the props to 2400, Man pressure to 27.5 and the fuel flow was about 24 Gph.

The EGT on the Bar Graph Engine Analyzers were still low for leaning back to 24 GPH at 8,000 ft and the EGT gauge #42 on the Instrument panel was still at ZERO not registering a temperature. Shortly after this the engine started running rough, I cancel IFR, reversed direction to head back towards Florence. Engine began to run more and more rough I trouble shot the aircraft, switched tanks back and forth several times with the fuel pump on, mixture rich, moved throttle back and forth etc, nothing helped the performance of the engine and it continued to run rough and not produce power.

I declared an emergency and landed in a field, after clearing the high trees I put gear down, after landing the left wing came off and the right wing tanks were punctured, there was fuel everywhere so I shut everything down the best I could but was in more of a shock state at that point.....

Ambulance took us to Hartsville ER for checkout.

Stayed in Hampton Harstville 9/30/16

10/01/16

At Camden SC Airport, met Neil Baker from the FAA and who also said he was representing the NTSB. Went out to crash site escorted by local law enforcement.

10/01/16

Paige called Insurance company and left a detailed message regarding the accident.

10/02/16

Insurance Adjuster Phil Powell called and told me he will have a company from Georgia (Aircraft recovery specialists) to pick up the plane and bring it to a secure facility.