

5-21-17

About 8:30 pm on
3rd take off Jeff (16R)
was taking off at
about 800' msl engine
quit. lowered nose engine
came back on for a few
seconds and quit again
about 900' msl was in
turn to come back to
runway. engine came back
on again for a few seconds
and quit for the third
time we were on downwind
for 16R engine did not
come back on
Jeff had given me the
airplane after the engine
quit the first time
so I was flying
When engine did not come
back we aimed for the
field. Prior to landing
checked the mixture, throttle
& ignition no response.
landed in grass field with
slight bank to the left

to line up with field
Called Manassas tower
to let them we lost our
engine and was landing
on downwind 16R in a field
he gave conditions after
landing I called tower
to let him know we were
OK asked him to make
phone calls

we sat in the plane to
make sure we were stable
and waited for assistance
I also made sure the
airplane was secure
and turned everything
off

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 1335	DATE 05/22/2017				
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr> <td></td> <td>PLB</td> </tr> </table>	SYMBOL	INITIALS		PLB
SYMBOL	INITIALS					
	PLB					
Debra Lea Varnon Schmuldt, [REDACTED] (called from office phone)						
SUBJECT Airplane Accident N8304F (west of Manassas Airport, 5/21/2017)						
DIGEST						
On the time and date listed above I called and spoke to Debbie about the accident she was involved in referenced above. Her statement today was consistent to the written statement provided to ASI Popsuy at the scene. She was acting as a flight instructor to Jeffrey Poindexter, a private pilot working on a flight review. She stated the engine first quit while on upwind. She stated the private pilot with her lowered the nose and the engine started running again. Debbie took control of the plane as they started turning crosswind (right pattern for RWY16R) and the engine quit once more. Debbie called Manassas Tower and advised them of the engine quitting but got no immediate answer. She immediately looked at her options and decided she did not have altitude enough to return to the airport and make the runway. She advised Manassas Tower again of the engine failure and they immediately responded. I asked Debbie if she declared an emergency and she advised she did not. She stated things were happening very quickly. She further advised tower she was going to attempt a landing in a field west of the Manassas Airport. Once they were on the ground she said she called tower via phone to advise them they were on the ground and physically okay. I asked Debbie if she had flown that plane earlier and she said yes. I asked for how long and she didn't remember. I asked if it had been fueled prior to the second flight (the accident flight) and she stated she did not know. She further stated she let the student (Jeffrey Poindexter) do the pre-flight on the plane and did not observe this being done. She also stated she usually asks the students about the fuel but does not remember asking Jeffrey before they departed. I asked Debbie about the procedure she followed when the engine quit. She stated she immediately checked the throttle and mixture control to ensure they were full forward. After that she concentrated on where she was going to land. She had nothing further to add to her statement and I had no further questions.						
CONCLUSION: ACTION TAKEN OR REQUIRED						
DATE 5/22/2017	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]				

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1420	DATE 5/22/2017
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Jeffrey Poindexter, (H) [REDACTED] (C) [REDACTED]		SYMBOL	INITIALS PLB
SUBJECT Aircraft Accident on 5/21/2017 west of Manassas Airport			
DIGEST			
On the date and time referenced above I spoke with Mr. Poindexter by telephone in regards to the accident he was involved in, also referenced above. I asked Mr. Poindexter if he had flown this plane before and he advised he had on numerous occasions. The accident flight was the flight time he flew it that day. I asked Mr. Poindexter to describe the events of the flight. He stated he scheduled a flight review for that day. He did a pre-flight of the plane and then he and Debbie departed Manassas to do air work in the practice area. They completed the air work and then returned to Manassas to do pattern work. They landed once, taxied back, and then departed again for another closed pattern. He stated when they got to about 900' Debbie stated the engine quit and she took control. He said she began checking the throttle, mixture, and magnetos. He stated they began to make a turn and the engine started again. When they began to turn from crosswind to downwind the engine quit again. He said Debbie called the tower and advised them of the failure. He said they quickly discussed where to go and they wouldn't make it back to the airport. He told her there was a field in front of us and they decided that's where they would go. He stated Debbie called Manassas Tower again to advise them of they would be landing in a field. He stated the landing was pretty rough and that she immediately checked on him when the plane came to a stop. I asked Mr. Poindexter if he checked the fuel during the pre-flight. He stated he did and the fuel level was below the tab in each tank and that the right tank had less than the left tank. I asked him if there was anything unusual about the run-up check before take-off and he stated, No. I specifically asked if there were any issues with the magneto check and the propeller check and again, he said no. Mr. Poindexter's statement was consistent with the pilot, Debbie Varnon-Schuldt. Mr. Poindexter stated he had approximately 220 total hours with approximately 60 in make/model.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 5/23/2017	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	

Gunther Todd

From: Steve Berkey <steve@[REDACTED]>
Sent: Friday, June 9, 2017 10:15 AM
To: DLogan@[REDACTED]
Cc: JJ Anglin; Gunther Todd
Subject: Archer II
Attachments: ATT00001.txt

Dick,

We recovered about a approximately pint of fuel from right tank and approximately 3 gallons from left tank. Fuel selector was selected to right tank. (See attached photo below) If you need anything else please don't hesitate to contact me.

Thanks,

Steve

