

Clark, Joel (FAA)

From: Jones, Walter (ES) <Walter.Jones [REDACTED]>
Sent: Friday, October 07, 2016 2:48 PM
To: Clark, Joel (FAA)
Subject: Walter Jones statement
Attachments: FAA statement.pdf

Hello Joel,

I am attaching my statement and here is the information you requested:

- Total hours in make/model – 638.9
- Total hours in last 90 days - 0
- Total hours in last year – 1.7
- Total hours – 946.1

Walter Jones

[REDACTED]

On 10/6/16

N8560P

Biannual Flight Review with Michael Cousins, CFII.

The preflight was uneventful.

The airplane started with no problems and the run up was successful.

We departed Runway 4 at 4A6 (Scottsboro, AL).

Departed with full power with no problems.

Climbed out at 25 and 25 (throttle/prop)

Was asked by Mr. Cousins to climb out on runway heading and level off at 3,000'. Once I leveled off at 3,000' I pulled the throttle back to 22/23. It was when I did this that the engine immediately became rough.

Mr. Cousins asked me to turn towards the airport which I did and then he took over the airplane as PIC. We then lost fuel flow even when pushing the throttle all the way in. He then asked me to turn on the electric fuel pump which I immediately did with no difference in the engine. At this point, there was no fuel flow. He asked me to make radio calls to the airport which I did. He established a glide to runway 22. We were unable to make the airport and he picked a field in which to land.

Mr. Cousins set up for the field taking into account the power lines. Right before landing, he asked me to lower the gear and flaps which I immediately did.

He landed hard and he pushed the nose forward while we slid across the field, hit a small embankment before coming to a stop on a dirt road perpendicular to the path at which we had been traveling. This was a road that connected to Great Western Products off Highway 72.

I am obviously very upset because of this incident but happy to walk away with no injuries.