

Davidson, Steven L (FAA)

From: david dunn [REDACTED]
Sent: Monday, February 27, 2017 6:36 PM
To: Davidson, Steven L (FAA)
Subject: 99716 Off Airport landing. Summery of what happened.

On February 9th 2017 I drove to Mountain Airpark Airport to Meet Jim Greer to purchase a plane he had for sale. Returned February 17th to pick up airplane. Mr. Greer and I took the plane for a short flight in the area so I could get familiar with it. Back at Mountain Airpark Airport I called CFI Tom Shaw at the Jackson County Airport to see if he could give me some flight instruction and he said he could. Mr. Greer and I then flew the plane to Jackson County Georgia Airport where I could receive dual instruction for flying an Ercoupe. That afternoon it was windy so Tom Shaw and I parked the plane under an open hanger and made arrangements to meet the next morning. I checked the oil level and it was at 3 quarts so I added ½ quart to bring the level to 3 ½ quarts. February 18th 8:00am I arrived at the airport and saw some oil drips on the hanger floor and wiped them up with paper rags. Checked oil level and it was at 3 ½ quarts. Tom Shaw arrived and within 2 ½ hours total time I made 15 take-offs and landings. Two landings were simulated emergency procedures with no power. It rained that afternoon and the plane was under an open hanger and I spent some time cleaning the bottom of the plane with paper rags and simple green cleaner. I checked the oil and found the level was down about 7 ounces.. From the fact that the engine had run for over two hours from the last time I added oil I didn't consider oil loss excessive. Also checked the engine compartment for oil leaks and could only find area of possible external oil loss was around crankcase breather tube. February 19th arrived at airport at 7:00 am and checked plane over for cross country flight and cleaned up some more oil drips from hanger floor with paper rags and simple green cleaner. I added ½ quart of oil to engine to bring the level to between 3 ½ and 4 quart level. At 7:55am I called flight service and filed a flight plan for La Fayette Georgia airport. The briefer said it was IFR west of Gainesville and that I would probably have to wait a few hours. I departed Jackson Co Ga. Airport at 11:00 am en route for La Fayette Ga. Airport. While flying near Dawsonville Ga. At 11:30am and at 3000' I noticed the oil pressure dropping. I turned back toward the Gainesville Ga. Airport. I pulled the power back to try to save the engine but the pressure continued to drop and finally to zero. Knowing the engine would soon quit I decide to land on a blacktop road. I could see there was no traffic on the road and there was no other suitable place to land. Approaching the road I saw some wires and a pole in my glide path that I couldn't avoid so I banked to the left and flew out over a small pasture then banked to the right to get back to the road. Approaching the road at an angle and between poles I pushed the nose over to go under a wire then banked to the left to align with the road but I was too low and the left gear and nose gear made contact with the grass on the left (south) shoulder of the road. The plane skidded across the road at an angle with the right wing in the air until the wing made contact with a tree and turned the plane to the right and nosed it into the ditch on the north side of the road. The gear and the wing took the brunt of the impact. Unhurt I climbed out of the plane and walked around it then climbed on the right wing and removed flight bag and anything I could reach. The fire department and ambulance arrived and I was taken to the hospital and found to have scratches on my nose from my glasses and a cut on my finger. I was released from the hospital about 3:00 pm. David Dunn