

11/23/2017

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Cert. #

### **Pilot Statement Involving N421RX Incident on 11/22/2017**

At approximately 6:00pm on 11/22/2017 I arrived at Northern Maine Regional Airport to prepare and preflight N421RX for a Medevac flight to transfer a patient for Crown Ambulance to KBGR. The preflight inspection was performed on the aircraft.

At approximately 6:15pm Crown Ambulance arrived and the patient was loaded into the ambulance inside the hanger and then the aircraft was towed outside. I started the aircraft at 6:24pm, performed a pre-taxi inspection with all systems indicating normal. I then taxied out to Runway 19 where I did a preflight run-up and final systems check again with everything indicating normal then picked up my IFR Clearance for the flight to BGR.

Once I had my clearance I asked if the crew was ready for departure, taxied out onto the runway, did a final systems check and began my takeoff roll. During the takeoff roll the aircraft was performing normally. Once airborne I retracted the landing gear and turned off the landing lights and suddenly noticed flames coming out of the louvers on the left engine. I immediately pulled back the throttle on the left engine and shut off the fuel pump and didn't notice any reduction in flames, so I feathered the prop and shut down and secured the engine as I began a left turn to the downwind leg for return back to the runway. I climbed to the bases of the clouds and could see that there were still flames in the left engine compartment. I estimate that the bases were approximate 500ft with moderate rain and snow. I then began my base turn to runway 19 and could still see flames in the engine compartment. At that moment I was trying to keep the runway environment in sight because I was drifting in and out of the clouds. As I turned final to runway 19, I was slightly wide of the centerline and slightly high so I corrected back to the runway, retarded the throttle and lowered the landing gear and began descent to the runway. I glanced down to check for 3 green, didn't see it and realized that the gear was coming down slow due to being on single engine that was running close to idle. I also

noted that I was still high on approach with the end of the runway fast approaching. I made the immediate decision to attempt to fly to and land on Runway 10. I applied power to the right engine and began to yaw to the left and tried to correct back to the right and realized that the airspeed was dropping. I lowered the nose to try to gain some airspeed and realized that I was not going to be able to make runway 10 and that I was too far off left of centerline to make Runway 19 so I concentrated on touching down in the field with the wings level and making sure not to stall prior to touching down.

Ounce on the ground, I immediately told everyone to evacuate the airplane for fear of fire. I contacted rescue personnel who then came to the scene and transported patient and crew to the hospital.

[REDACTED]

Glenn Martin