

Case -ERA18LA169

Pilot statement from 6120.5

* Aircraft airworthiness certificate, aircraft registration, aircraft equipment list, aircraft maintenance and inspection records, other aircraft records, pilot license, pilot logs, pilot medical certificate and insurance information were located in aircraft at time of accident. I have not seen aircraft since accident and have not had custody or control over aircraft since accident.

** Aircraft altimeter and Garmin G5 were set just prior to take off utilizing New Kent AWOS broadcast information. Runway 29 departure selected based on windsock and New Kent AWOS broadcast information.

June 11 through June 16, 2018. Periodically checked weather and flight plans from W96 to KUKT throughout the week, primarily utilizing FlyQ EFB and weather applications on iPhone and iPad. Nothing unusual noted. Good weather forecasts. Some possible indication of rain/thunderstorms on Sunday evening noted.

June 14, 2018. Went to New Kent airport at ~ 8:00 p.m. to check aircraft for upcoming week-end trip to KUKT. Conducted a preliminary overall exterior physical review of aircraft. Removed two walnut sized mud balls (looks like something a bug would make) from engine compartment. Noted some indication of straw suggesting possible presence of bird nest. Pocket flashlight was inoperable. Nothing else unusual noted.

June 15, 2018. Updated FlyQ EFB in the evening and checked weather and flight information. Nothing noteworthy.

June 16, 2018. Updated FlyQ EFB prior to going to airport; checked weather and flight information. Nothing noteworthy. Went to New Kent airport at ~ 3:30 p.m. for trip to KUKT. Loaded aircraft for trip. Checked oil - 7 quarts noted. Added no oil. Removed cowling plugs, noted and removed bird nest from center/right side of engine. Finished engine examination with pocket flashlight. All clear. Untied aircraft and noted nothing unusual during physical inspection. Sumped left/pilot side wing fuel with gats jar. Removed ~ 4 ounces of water until clear steady blue fuel. Sumped right wing fuel and belly drain fuel with gats jar. Noted no meaningful water in fuel. Just a drop or two of water. Otherwise clear steady blue fuel. Cleaned windshield using ladder, plastic windshield cleaner and a fresh cotton wash cloth.

Started engine. Started right up. All normal. Nothing unusual noted with magneto checks or engine run up. Taxied to New Kent airport fuel pump. Aircraft controls and brakes functioned normally. Filled aircraft fuel full with ~ 16.36 gallons of 100LL fuel. Checked flaps and controls and removed what appeared to be mud (from a bug?) from opening of fuel vent under pilot wing near top of wing strut utilizing a long flexible wire and screwdriver. Indication of obstruction only at opening of fuel vent. Thoroughly cleared and extended wire through length of fuel vent. Visually double checked closure of fuel caps. Nothing unusual noted.

Taxied away from fuel pump. Checked controls/radios/AWOS. Radios set for New Kent CTAF 122.8 primary; KUKT 122.725 secondary. AWOS set for New Kent 119.875 Set altimeter and Garmin G5 with AWOS barometric pressure. Ran up engine. Nothing unusual noted. ADS-B undergoing self-diagnostic

check. Set course direct to KUKT on panel Garmin 155XL and on FlyQ EFB charting software. Scan instruments and check fuel selector. Nothing unusual noted.

Took taxiway for Runway 29. Check brakes, controls and instruments while taxiing. Nothing unusual noted. Taxied to runup area at the departure end of Runway 29. ADS-B/Lynx 9000 fail; rerun through restart self-check. All ADS-B checks pass. (Initial ADS-B fail has been common to aircraft. Retest has never failed.) Scan instruments. Nothing unusual noted. Run up and check magnetos. Nothing unusual noted. Check FLYQ EFB course. Add KUKT visual runway extensions to course flight chart. Check for traffic and announce departure on Runway 29.

Take off normal. At ~ 100 feet AGL noticed a moment of engine losing power. Almost within the same moment, complete engine stoppage. Quickly looked over left shoulder to try and assess situation, then immediately scanned outside in front of aircraft. Glanced at key and noted key set to both magnetos. Deliberately flew aircraft to point of impact without stalling aircraft. Tried to hit trees squarely. Everything from beginning to end seemed to happen within nearly the same moment. After impact, turned off and removed keys. Pushed power button to off, but not sure if power button moved. An alarm or buzzer was sounding after impact, but the keys or power button did not turn off the alarm/buzzer. Tried to exit pilot door side. Unable. Exited passenger side. Right ankle very tender. Terrain seemed somewhat difficult. In a ravine. EMT appeared very shortly after crash and assisted me up a hill/ravine. I asked EMT to shut off aircraft fuel, but EMT did not know how to address. I was placed on stretcher and put in ambulance. Law enforcement officers questioned me when I was in ambulance at the accident site. Duane Goss, airport manager, checked on me while I was in ambulance at accident site. I was transported to VCU Hospital via New Kent Fire-Rescue ambulance. Arrived at VCU Hospital ~ 5:20 p.m.

Photos of accident are available through internet search. I have no firsthand knowledge of the source of the photographs.