

N294AB 7/7/19

Statement regarding crash earlier today. Marshall R. Nequin.

Went to bed last night at about 2200 CDT. Woke up this am at 0530 CDT. Arrived at KLFY at 0600 CDT for preflight. Flight plan filed yesterday at unknown time. IFR KLFY to KJKA. Preflight inventory. Oil level 8 qts on right engine, 7 qts on left engine. Fuel gauges reading 30 gallons per side. Fuel straining revealed no water or unusual sediment. Fuel visually confirmed in both tanks. Exterior including tires, struts, brakes, control surfaces, trim tabs, landing gear, and aircraft body showed no abnormalities.

Passengers arrived with some small carry ons & two bags of golf clubs. Golf clubs & my small carry on placed in nose baggage. Other small carry ons placed in rear baggage compartment. Bags and passenger weights were estimated by me. Weight & balance performed.

During taxi, right main gear indicator flashed on & off briefly, two or three times with associated gear warning horn. I had noted this similar indication on a previous flight. I believe gear & switches were checked after that and found no problem.

IFR clearance obtained, ATIS obtained, taxi to runway 4R runup area at KLFY. Runup performed according to checklist. No abnormalities noted. Specifically both propellers cycled and returned to high RPM. Feather action checked. Less than 100 RPM drop on left & right magneto checks. Negligible difference between either magneto on either engine. Alternate was checked then placed in closed/off position.

No abnormalities noted during takeoff climb or cruise. Mostly VMC climb to 11,000 feet. Light cloud layer at 8,500'. VMC enroute until 10 percent and landing. IFR flight plan cancelled with field in sight in VFR conditions. AWAS was obtained prior to IFR cancellation. I was monitoring UNIFCOM/CTAF at KJKA. One aircraft was in the pattern doing touch and goes, one or two other

aircraft also inbound for landing. Runway 9 appeared to be the runway in use by the other traffic.

As the closed pattern traffic was turning left downwind for runway 9, I was setting up to enter the left downwind on a 45° intercept angle. I entered left downwind while other traffic was turning final for runway 9. At this point we were the only two aircraft in the pattern.

I had reviewed the pre landing checklist nearing the end of our descent. I powered the gear while on the 45° intercept for the downwind. I confirmed three green lights. Flaps were set at 10 degrees. Airspeed indicated $\sim 100-110$ KIAS. 2nd notch of flaps set on turn, to base and full flaps set on final. Airspeed crossing threshold $80-90$ KIAS. On landing 3 green gear indicator lights again confirmed while on final.

On landing airplane began to porpoise or oscillate. Severity was increasing so on the 3rd or 4th oscillation I chose to go around. Power smoothly applied to both engines, Propeller controls and mixture controls, very verified in full forward position. Gear retracted at positive rate of climb.

Almost immediately after full power application the left engine appeared to be losing power. I started having to apply more & more right rudder. Airplane had yawed a significant amount to the left and at this point we were far to the left of the center line on the of runway 9. The manifold pressure id^l indications for the left engine were erratic. The right engine seemed to be performing normally. I tried decreasing the throttle setting slightly in case the engine was experiencing an overboost problem that seemed to have no effect so I placed the throttle in full forward position.

At this point I tried activating the auxiliary fuel pump switch to high. ~~Then~~ I also placed the left fuel selector to crossfeed in case this was a fuel pump problem or fuel starvation or exhaustion in the left tank. Again I had noted 30 gallons per side prior to departure according to the fuel gauges. I expected to burn about 40 gallons total on the flight and about half way through the descent fuel gauges were both reading about 10 gallons per side.

After the go-around my airspeed never reached blue line ~93 KIAS. I was trying to make a gentle turn to the left to get back to the airport. Almost as soon as the left engine lost all power the stall horn started going off and I felt the controls starting to buffet. I did not have time to feather the left engine nor did I have time to get out the checklist to normally try and troubleshoot the engine failure.

There were two roads visible near the area we were going down into. I felt like I did not have enough altitude or airspeed to line up for an emergency landing. Plus there were many oncoming cars. I elected to land straight ahead into the pine trees. I tried to somewhat flare just before impact. After the aircraft came to a rest, I secured the throttles, props & mixture controls. Placed the fuel selectors in the off position & turn the master switch, alternator & magneto's off. The front seat passenger and I were able to exit through the missing windshield. The rear passengers were able to exit through the rear door.

At some point after the engine started having problems, I declared an emergency on the radio. After we were all clear of the aircraft I called 911. I tried to talk to the circling aircraft on my portable radio with no response. I returned to the aircraft to retrieve my portable. It rained and splashed the EMT at that time. The passengers received and retrieved some of their personal effects before we proceeded to walk out to the road.