

10/19/18

U

STATEMENT OF JOHN WAYNE MCKENNEY,
Pilot of N3631K CONCERNING FLIGHT
ACCIDENT WHICH OCCURRED AT
~ 2:05 pm, 10/19/18 NEAR
PLANT CITY MUNICIPAL AIRPORT
(KPCM) FLORIDA.

— SEQUENCE OF FLIGHT - ALL UNDER VFR+V
I TOOK OFF AT ~ 1:00 pm FROM
RW 10 AT KPCM AND FLW WNW
TO MANGUMER FOR A STRAIGHT-IN
APPROACH UNDER VFR TO A TOUCH+GO
TO RW 10. I THEN FLOW A NORMAL
TRAFFIC PATTERN TO RW 10 AND
FOLLOWING DEPARTED TRAFFIC TO
PROCEED TO KVDJ for APPROACH
AND PATTERN WORK. I THEN RETURNED
TO KPCM FOR ANOTHER STRAIGHT-IN.
UPON COMPLETION OF THE PATTERN
I DEPARTED TO THE NORTH TO
PRACTICE FLIGHT MANEUVERS AND
DID SO AT A POSITION BETWEEN KPCM
AND KZPH. AT ~ 45 minutes AFTER
TAKE OFF I SWITCHED FUEL TANKS
FROM RIGHT TO LEFT AND RETURNED
TO KPCM VIA A 45° ENTRY TO DOWNWIND
FOR RW 10 FOR A NORMAL APPROACH AND
LANDING TO A TOUCH AND GO. AFTER
COMPLETING THE T+G I HAD PLANNED
TO STAY IN THE PATTERN FOR A FULL STOP
LANDING. TO THIS POINT ALL WAS NORMAL

I CLIMBED OUT STRAIGHT AHEAD,
ACCELERATION TOWARD 85 KNOTS
WHERE I WOULD HAVE BEGUN
A CLIMBING LEFT TURN TO
CROSSWIND AND THEN DOWNWIND
BACK TO RW 10.

AT $\approx$ 400 FEET MSL AND
PAST THE END OF THE RUNWAY
AND HEADING $\approx$ WEST, THE ENGINE
SPUTTERED ONCE AS I CONTINUED
TO CLIMB. SOON AFTER I WAS
INVESTIGATING ALL ENGINE SETTINGS,
THE ENGINE MISSED $\approx$ TWICE MORE
AND STOPPED. BY THIS TIME
I WAS APPROACHING THE TREE
LINE IN A SLIGHT LEFT TURN.

ENGINE SWITCHES, ETC., WERE IN
THE FOLLOWING POSITIONS:

MASTER SW. - ON

MAGNETOS - BOTH ON

CARB HEAT - OFF

THROTTLE - FULL

MIXTURE - FULL RICH

ALTERNATOR - ON

AVIONICS & ALL LIGHTS ON

FULL SELECT LEVER - LEFT TANK

(I HAD BEEN FLYING ON THAT TANK FOR $\approx$ 15 mi
WHEN THE ENGINE COUGHED AND STOPPED, I
HAD CONFIRMED ALREADY ALL SWITCH
POSITIONS & CONSIDERED MY OPTIONS.
I WAS NOW LOSING AIRSPEED AND

(3)

TURN TO RW 28 DUE TO ALTITUDE
AND SPEED QUICKLY DECREASING
MY ONLY OPTION WAS TO FLY
INTO THE TOP OF THE TREES,
WHICH QUICKLY HAPPENED.
I HAD ROLLED TO WINGS LEVEL
AND WAS AT $\approx 60-65$ MPH WHEN
I ENTERED THE TREES. I WAS NOT
IN A STALL. I MADE 2 EMERGENCY
CALLS AT THAT TIME. DURING DESCENT
MY LEFT WING SEPARATED PRIOR TO
TOUCH DOWN AND I ROLLED SLIGHTLY
AT IMPACT IN A SWAMPY AREA
FILLED WITH TREES AND VINES.

TWO MEN FROM C1400. C1400 MOTORS
HEARD THE CRASH AND CALLED TO ME
WHILE I SECURED ALL SWITCHES
AND ELECTRICAL POWER TO
AVOID ANY FIRE, IF POSSIBLE.
AT THAT POINT I GATHERED
WHICH I COULD AFTER OPENING
THE DOOR AND EGRESSSED TO THE
RIGHT WING.

THE ABOVE IS MY BEST RECOLLECTION
OF THE ACCIDENT.

[REDACTED]
COMMERCIAL PILOT CERTIFICATE - [REDACTED]