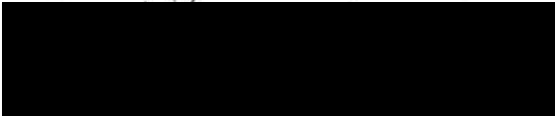


- I Departed KIAG at 5PM.
- I Found that KFRG will be ~~was~~ bad weather ~~but~~ but one of my friend need to go Korea next day I decide to try to ~~go~~ come back. And Alternate KLG. because I could land ~~there~~ ^{by}.
- I have filed plan KIAG $\rightarrow$ KFRG. In my calculation it would only take 3 hour and 30 minute.
- ~~In route~~ I had fuel top of. I was thinking I had 1 hour and 50 minutes of extra fuel.
- while in route my course has change by ATC and it took almost 40~50 minute more than I planned.
- at 9:00~9:00pm I shooted first ILS approaches for Run 14 KFRG and missed. Second time I shooted approach and I saw some light. At that time I ~~was~~ was making decision to go to any alternate or stay on KFRG approach. and I decided stay. On third attempt I found the comparing CDI & heading indicator. there were something wrong in heading indicator. then I asked my passenger to keep yelling the tracking on Ipad Garmin App. Even I realize that heading indicator is not working. ~~ing habit of seeing~~ my eyes were keep going to see heading indicator. there were several times ATC ask me for verify your vector. ~~that~~ I read back and stop ~~see~~ following heading indicator. I was zigzagging. I asked ATC for any alternate airport ~~that~~ that has better Ceiling. but they also told me not sure of ceiling but MVR 6000ft 1/8 sm of JFK. I thought bigger airport will be better but it was worse for me I attempt to two times and I request another short approach on third time.

while I ~~making approach~~ was making approach the engine stopped totally. I made my best glide ~~at~~ speed. I was just keep looking for the road light. at 100ft I saw the light and I decided to land on next road. I turned left for next road but it was overshooted. I felt two times of crashed and Me and my passenger survived.

- Dong il Kim



04/16/2019