



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

July 24, 2019

Subject: ERA19LA232
Who: Glenn Shields - Pilot

In a telephone conversation, Mr. Shields stated following:

- Go into terminal - did previous preflight on ForeFlight doing another one. Another gentleman in lobby.
- Filed plan, got briefing - out the door toward 14/32 there is a jet out there - I'm sharing a hangar
- Refueled with 40 gallons of fuel, pulled out airplane - in hangar overnight.
- Glance back at jet, see he is now loading his passengers. Airport situation he may encounter.
- My airplane has an EFIS system on it. Once you turn it on, we like to sit without moving for a few minutes to set up and stabilize.
- Did engine start, started normally, did preflight prior to run-up. Instrument warming up, did standard run-up 1800 rpm,
- The engine ran quite fine, like I'm used to.
- I'm not new at that airplane either.
- Everything was normal. Not moved from in front of hangar.
- Jet taxiing out of taxiway, goes to runway 14, his intention is to use runway 14.
- I pull out half mile behind him and ask what his intentions are. He's awaiting departure clearance. Do you mind if I depart on runway 20
- I taxi to runway 20, pause for a second.
- Lineup to 20- apply full power. RV7 gets up in the air pretty quickly.
- I've flown back and forth weekly to OXB. Many departures on runway 20. I have several expectations since I fly there often.
- It was noon, it wasn't hot or cold that day.
- I was airborne in ground effect by the time I cross runway 14. My intention was to climb to 3000 ft. enter WINO gate.

- I'm 500 ft above the ground, and it felt like I had inadvertently pulled the throttle back to half power. I'm thinking what are my options. I didn't pull the power back; it was full forward.
- I look straight, there is the golf course, beyond that is the water, I think I can go back to the airport.
- I made a right-hand turn, didn't want to stall spin, I go to a downwind to 20.
- I'm thinking what if this engine completely quits all together.
- I take the sure thing and take runway 14.
- I call on unicom and say I'm going to land on runway 14.
- I turn base to final on runway 14
- The jet begins to enter runway 14. He's listening to clearance, I've already departed, and he missed my first call that I was coming back to the airport.
- I made another call for aircraft at OXB to stop.
- My plan to land is modified. I want to land on that runway, and I don't want to hit him
- I hold my altitude and he responds back is this for OXB
- I asked him to stop again, I observed him turning left off of runway 14.
- By now I'm high and I'm fast. I do not touch down until I'm past 1/3 past that taxiway to runway 2. My only other choices were weeds and water. I put the airplane down hard. I wanted to be down on the ground.
- You can see where my skid marks are and where I'm trying to stop.
- I'm going fast and I observe the localizer Ant. For runway 14. trying not to hit those. I make a gentle turn to the right, goes into the grass overrun area for 32. I was going about 35-40 mph when I got into the grass.
- The nose wheel folded over and the airplane came to rest inverted.
- Only in the grass for about 150 ft.
- Experience pilot flying for 40 years, with some bent metal.
- I didn't notice any sounds or anything before the engine lost partial power.
- Didn't hear anything like a bang.
- Fuel was sumped and no water was noted.
- My airplane came to Ocean City on Tuesday and that is when they refueled it. On Wednesday. That meant it was refueled.