



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 4/28/2020
Person Interviewed: Mr. David King, pilot
NTSB Accident Number: ERA20LA164

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. King stated that the airplane came to rest in a wheat field 300 yrd short of runway 36.
- He had taken off from ECP at 330 and was returning to MDQ, his home airport.
- He had VFR flight following, and notified Huntsville approach to cancel flight following, and changed his transponder to 1200.
- He made a radio call on CTAF 8 miles out, and circled once to let traffic clear.
- When he was on approach, he was high for runway 36 so “throttled back to idle and slipped for about 5 seconds” (left rudder/right aileron), went to add throttle and nothing happened.
- He stated that he checked to see that his fuel pump was on and tried again to push throttle forward but there was no engine response. He did not try to change tanks -- no time – and was using right fuel tank.
- After he landed, he turned everything off, and exited airplane.
- He estimated 18-20 gallons of fuel on board for landing
- He stated that he may have unported the fuel uptake during the slip.
- He reported no mechanical malfunctions or failures prior to the loss of power on final approach.

From:

David A King

To:

Porter Mayberry

FAA, Birmingham FISDO Office

Dear sir,

On April 27, 2020, I departed KECP at 3:30 pm direct to KMDQ, which is my home airport. I was flying my airplane, co-owned with Randy Humphries, a 1978 Lance II with tail number N772SG. I asked for flight following and received it for the flight. At 5:10 I listened to AWOS and received the weather, performed prelanding checklist, and planned for a straight in landing on runway 36. At about 5:20 pm, I had the airport in sight and HSV approach released me to KMDQ Unicom, squawk VFR. At that point, I listened to traffic and heard that there were 2 airplanes in the pattern. After some discussion on CTAF and getting a visual on an airplane in the pattern turn base for RWY36, I decided to turn a 360 to delay my approach. The other individual mentioned he should have delayed when he heard my call for straight in 36 from 8.5 miles out. I mentioned no problem and continued the 360 turn. At that point I returned to my approach. I was a little above glideslope (4 white PAPI's) and decided to slip the airplane after pulling the throttle back to just above idle. I did so for an estimated 5 seconds and came down to glideslope. When I got back to glideslope per the PAPI lights (1 red and 3 white), I pushed the throttle back in, and the engine continued to idle. I checked the fuel pump and verified on, and cycled the throttle, but got no power. At that point I realized I was not going to make the runway and decided to land in the field short of the runway. I made impact with the ground in the grain field, an estimated couple hundred yards short of the 36 threshold. When I came to rest, I turned the fuel pump off, engine ignition, and master switch and exited the airplane after grabbing my cell phone. At that point, there were cars stopped on the road who had called 911. I verified they had done so, and then called the FBO to let them know I was not injured. A Firetruck and HEMS ambulance showed up within a few minutes, and I spoke with them. After speaking with the FBO manager I went over to the ambulance to be checked out. I spoke with a local deputy sheriff and gave him my contact info. I then looked up the notification procedure to the NTSB and called it in.

David A King

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