



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

September 2, 2020

Subject: ERA20LA302
Who: Mr. Robert Vinroot

In a telephone conversation, Mr. Vinroot stated the following:

- I delivered that airplane up to NC67 (RV12). It's a pretty airport in a valley. About 2400 ft long strip that was well maintained.
- I had other items I had forgotten to put in the airplane, and it's not a long flight, so it was a good excuse to go flying.
- I loaded up the Arrow and asked a student to go with me. We had about 30-40 lbs of stuff to take up there. An ELT, carpets, various other things.
- Flew it up and on Thursday morning the weather was VMC with light winds.
- We flew up at 6000 ft. It was about an 1:15-20 in flight.
- We left about 9:30 am. Everything was normal. Airplane flew great
- That was going to be the last flight for the Arrow before going into an annual inspection in September.
- Flew up there, no problems at all.
- Landed, did about a 30 min tour around the property.
- Then, about 11:45 am, we cranked up to come back home.
- Still good weather, VMC, light variable winds.
- They had had a lot of rain up there, so we taxied out and the turf seemed solid, but maybe a little bit soft.
- The property owner advised us to use runway 9. He said that is much preferable because there are no obstacles on the departure end except a corn field.
- Going the other way was trees and high terrain.
- We took off, did normal checks before takeoff. Everything checked normal just like that morning.
- Gave it full throttle, the engine sounded fine. We seemed to be accelerating slow, but I thought that was because the turf.

- I chose to do a soft field takeoff.
- Between 55-60 knots I rotated to get it off the ground.
- We got into ground effect and it wasn't accelerating.
- I raised to gear to get that out of the way.
- I was hoping for acceleration, I had a Bose headset on, and I didn't notice any difference in the sound.
- Witness said the engine sputtered, but I didn't hear it.
- I don't know if that happened or not.
- The engine was not making power.
- We literally flew it into 10 ft corn. It was a good cushioning.
- The airplane came to a quick stop and I checked the passenger, he was fine, and I got a sore back, but that's the most important thing.
- I've been flying for 55 years, and this is a first.
- It was so quick, I didn't have time to make any plans, I just had time to react.
- In that airplane, it calls for 25 degrees of flaps for a soft field takeoff. They were set for that during the takeoff.
- We talked about the soft field takeoff, and that end of the runway, it was the wettest end of the runway.
- Everything indicated normal during takeoff.

Then, on December 2, 2020, the pilot stated the following:

- I shut everything down after the airplane came to a rest.
- Cut the fuel off.
- Did the shutdown items as normal with an engine failure.
- When we got out of the airplane, I went through all the checklists, and turned everything off.
- Airplane pitched up to climb, not sure if it was excessive.
- Fuel is drawn from one tank or the other.
- I switched to the fullest tank before takeoff.