

Inspection Witness Statement Form

(PRINT)

Name of Employer or C/TPA: _____

Witness Name: Pieter J Van Schalkwyk Date: 12/18/2020

Mailing Address _____, NC, 27613 Time: 08h45

Telephone: (Home) _____ Place: Raleigh, NC

Inspector's/Investigator's Name: _____

Others Present: NA _____

Narrative:

On Friday December 11, 2020 at about 12h30 I went out on a local flight with my Kolb Firestar II. The weather was VFR and the wind approximately 4mph. After doing a preflight inspection I started my Kolb/Rotax motor using the enrichener/choke and warmed the engine up. I taxied to the holding point of runway 14 at 8NC8. At the holding point I performed my pre takeoff checks, which included but not limited to, Mags, full and free control movement, set altimeter and made sure the cylinder head temperatures were at or above 200 degrees to ensure proper function. I made a radio call stating my intention to take off on runway 14 with a left hand turn out, remaining local. After the Radio call I lined up on runway 14 and accelerated to flying speed. I rotated and got airborne, continued to climb out and made a left-hand turnout. The flight was pretty uneventful and I was enjoying the flight, so much so, that I had thought of returning to the airfield after about 15 minutes, but thought, the days are getting colder and I may not have another opportunity to fly this season, so I changed my mind and continued flying.

Witness Signature: _____ Date: _____

Signature(s) of others present _____, _____,

Inspector/Investigator Signature: _____ Page ____ of ____

Witness Statement Form (cont'd)

(PRINT)

Witness Name: _____

Date: _____

Narrative:

After approximately 20 minutes into the flight the engine started losing power. I was at about 3 to 500 feet AGL and over Falls lake. I had to make an assessment of the situation and instinctively looked at the engine monitoring system, nothing showed out of the ordinary.

I pushed the nose forward to maintain flying speed and started looking for a place to land. I quickly realized that the lake was my only option and continued straight ahead. As I was getting closer to the water I started to flair, the wheels hit the water and the plane nosed over. After I coming to my senses as to what had just happened, I started to release the seatbelt. Initially I was unable to do this as I had a pair of gloves on. I was able to take 2 breathes of air before I was totally submerged under water. It was at this time that I got very scared and forced myself to think about the situation. I quickly realized that the gloves were not helping and took them off. Once I had the gloves off, I ran my hands down the shoulder harness to the release buckle and pressed on it. Due to the orientation of my body, I slipped out of the harness and freed myself from the plane and swam up to the surface.

This is the best recollection of the events as I remember them. Please feel free to follow up should you have any additional questions.

Pieter Van Schalkwyk.