

WRITTEN STATEMENT OF PILOT IN COMMAND

Date: 12-28-2020

1. Place of Accident: _____

Date: 12/28/2020 Hour: _____

2. Type of Accident: _____

3. Identification/ N Number: _____

4. Name: Charles Ross Grubbs

5. Address: _____

City: Santer Macabee State: GA

6. Telephone: H: _____

W: _____

Other: _____

7. Occupation: Retired

8. Pilot Certificate Number: _____

Certificate: _____

Ratings: _____

9. Medical Certificate: Class _____

Date: _____

Mr. Ms. Charles Grubbs was asked to write in his/her own words what happened.

ON December 27, 2020 1300hrs Cathy Grubbs and I wanted to Fly to Cowington Ga. To Purchase Fuel. I completed a preflight inspection. I checked Fuel level (approx 16 gallons) and drained surps on both wings and gascolator. I checked flight controls for proper movement. I checked all surfaces for defects. None were observed. We pushed the airplane outside and got in. We fastened our seatbelts and began our start up checklist. I primed the Engine with 4 strokes. Turned the magneto switch to the left magneto and cranked the engine. I allowed the engine to idle for 4 minutes. Oil Pressure was in the operating zone. (approx 60 PSI) We taxied out to the departure end of runway 35. When I completed my runup, I set the RPMs at 1700 RPMs I checked both magnetos. (very little loss)

Signature

12-28-2020

Aviation Safety Inspector

center

I then pulled carburetor heat and noted a minor drop in RPMs. I checked all gauges and noted that suction was in proper range oil pressure was in the green and oil temperature was in the operating range.

I lined up to depart, announced my intentions, applied full power and began my roll.

I obtained a speed of 65 MPH and rotated.

I flew out at 85 MPH and noted a positive rate of climb.

Moments later, the engine lost power and the airplane began to settle. I applied Carb heat and immediately switched from right tank to left tank. The engine surged power briefly but almost immediately lost power again.

I reasoned that the carb heat did not fix the problem and pushed the carb heat in. I pushed the nose over to maintain airspeed but the airplane continued to settle into the tree tops.

The airplane came to rest and I noted gasoline flowing out of both tanks and over the engine cowling. I turned off the Master Switch and Magnets. ~~I was~~ This was to eliminate

any possible ignition source. My wife attempted to evacuate the right cabin door but could not. I evacuated over the seats and out through the rear cabin door. Ems and Fire Rescue removed my wife when they arrived.

12-28-2020