From: Pilot
To: FAA
Subject: Re: N18394
Date: Thursday, April 08, 2021 10:56:12 AM

To Whom It Mat Concern;

On Tuesday morning around 11 a.m. I departed Venice Muncipal airport (KVNC) for an airport I frequent (X06) Arcadia airport with no issues. My preflight inspection revealed oil level in engine was 11.5 quarts.

Before departing Arcadia I performed my normal run up in which I always cycle prop 3 times.....there were no issues at this point.I departed arcadia. Around 800 feet of altitude I turned the prop back to 2300 rpm as I routinely do to avoid overheating the engine. Several minutes later during my routine scan of the instruments I noticed the rpm's had risen to 2500. After attempting to turn the prop back down I noticed the oil pressure was zero. I was only a few miles from Arcadia so I immediately contacted the common frequency and alerted traffic I was returning for an emergency landing on runway 6 if I could make it. Just a few minutes later the engine locked and the propeller stopped turning. I immediately started scanning the area for a safe place to land as I was approximately 1700 feet msl. I was looking for somewhere where I would not harm anyone else when I spotted the only "hole" in the woods below me. As I turned in over the "hole" I was attempting to maintain the best angle for minimal damage. In the last few seconds the stall warning sounded twice so I had to drop the nose and then I hit the ground. I was afraid to drop my gear due to the fact that it might get hung up on tree tops and flip me plus all this was happening pretty quickly! I was remembering my instructor continually repeating in my ear "fly the plane, fly the plane, fly it all the way to the ground"!

I turned off the master switch, alternator and ignition switch and crawled out of the plane only to realize I was deep in the woods and no one could find me so I crawled (my legs didn't seem to be working) back into the plane to retrieve my cell phone and called 911.

Robert A Kelley

Private Pilot #

Sir:

Here is all my contact information.

When you can, would you please send me a statement with your best recollections of events surrounding your accident? You can add any concerns you might have. If I need to come get the maintenance logbooks I will let you know beforehand.

Get well soon