

Accident Statement N47YC

On July 15 2021 around 10 am I started N47YC normally and after warming the oil about 10 minutes I taxied from my hangar to the departure end of runway 18 at TN96. The taxi route took about 10 minutes. I performed a normal run up and pre take off checklist. All instruments were in the normal range and the mag drop was less than 25 RPM for both magnetos. I advanced to full throttle and made the takeoff in normal distance with a rate of climb of 900 fps at 90 knots IAS. At an altitude of 100'-150' above the trees at the end of the runway then engine quit cold. The engine did not freeze just stopped running. I was feeding from the left tank which was full. Right tank was half full. I cycled the throttle back to idle and then full to make sure the mixture was full rich. On this aircraft retarding the throttle to idle also mechanically pulls the mixture to full rich. There was no response from the engine. As I pushed into a glide and knew I was too low to try a turn back to the runway. I had nothing but tall tree tops to crash into but saw a slight break in the tree canopy 90 degrees to my left which was a small road. It was not wide enough for the aircraft to fit through but would provide the best opportunity to fit the fuselage through. I turned and aimed for the road while flying to the scene of the accident. I knew from years of flying that you need to keep aircraft control until you hit the ground if want to survive. I clipped the top of the tallest tree lining the road and then hit the ground. I had my shoulder harness tight but still hit the instrument panel with my forehead. Help arrived within minutes and I was taken to the hospital with lacerated forehead and a fractured vertebra.

I did not try to change tanks as I knew it could take many seconds to get the engine running if there was feed problem and I only had 10 seconds or less left to crash so that would not change the outcome.


Owner/Pilot