



MEMORANDUM FOR RECORD

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Eastern Region Aviation

July 29, 2021

Subject: ERA21LA300
Who: Chris Hardee - Pilot

In a conversation, Mr. Hardee stated the following:

- It was the airplane's 75th birthday that day and I was out flying it.
- He performed a touch and go and then went to the southwest.
- There were some low clouds, so he came back and entered the pattern.
- He did another touch and go, and during the initial climb, about 100 ft above ground level, the engine sputtered and stopped.
- He was looking left, forward, and right, thinking "where am I going to go."
- To the left was a big intersection, straight ahead were trees, and slightly left was a big building. The right lane of the intersection was clear so he selected to land there.
- "I could see the power lines."
- One of the fire fighters on scene stated that "You navigated the powerlines, it was a private school zone sign that got you."
- "I couldn't see the sign until I was on it, and I struck the cable holding the sign. It yanked me down into the ground, about 30 degree nose down."
- Then the airplane slid and slid, until it came to stop at the curb.
- The airplane had gas and oil.
- 14 gallons of fuel when he started the flight.
- Flown for 20 mins.
- "During all that, I did switch fuel tanks, I was about to attempt a restart, as I got a hold of the pull handle, there is no way, even if the engine starts, I was going to hit powerlines."
- "I abandoned that idea and it's kind of fuzzy now."
- "I'm 90 percent positive I turned the fuel off to avoid a fire after the accident."
- "After it came to a stop, the first guy in the airplane, came in where the passenger door was, and he made sure the fuel was off and the master switch was off."
- "I remember someone leaning in through where the windshield was, and after that, they asked me which direction was off. I couldn't answer because the wind was knocked out of me."

- “I couldn't get my hand up to the master switch, and someone shut every switch off.”
- Preflight was normal, the engine had 4 quarts of oil and 14 gallons of gas. No debris in the fuel.
- “That airplane doesn't burn much gas.”
- 4.2-4.7 gallons of gas per hour
- 2 touch and goes, and on the second one, is when the accident happened.
- “Carb ice? I thought about it and I had a similar event maybe a year ago, I was doing a runup, when I did my idle check, the engine just stopped. It wouldn't start up again, and when it did it ran rough, I taxied back to the hangar with carb heat on. By the time I got to the hangar it was running smoothly.”
- “Continental C85 with Stromberg carb. Less residual heat, which makes carb ice easy to accumulate.”
- “I was taxiing with carb heat on. The airplane doesn't have an idle cut off mixture, the only way is to shut the engine off, would be to starve it of fuel.”
- It takes about 90 seconds to run the engine out of fuel
- “When I do that, it sputters for about 3-5 seconds.”
- “I had the carb heat on until the touch - on very short final, I will turn carb heat off, because it's such a low horsepower engine, when you apply takeoff power, the engine protests, and so I get more power and it doesn't suck up anything.”
- “I pushed the carb heat in on the go and it was off during the takeoff.”
- “Turn carb heat all the way - sometimes I leave it cracked if I had carb ice.”
- “In the pattern I turn it on on downwind, mixture rich, carb heat on.”