

From: [Charles Lilly](#)
To: [Mccarter Aaron](#)
Subject: Fwd: [Scan] 6120
Date: Friday, September 3, 2021 11:35:06 AM
Attachments: [6120.pdf](#)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Aaron,

Thank you so much for your patience. I have attached the 6120 and my description of the event is below. Thank you for all that you do.

Respectfully,

Charles Lilly

N825ME

On Aug 6th, 2021 I went out to the Springfield airport. Winds were 180@5 kts 10vis clear skies and 30.08 on the altimeter. N825ME Experimental carbon cub had just got out of maintenance for an annual inspection. I did a preflight in the hanger where it was shaded and cooler.

I take a short flight in the aircraft and then filled it up with fuel from the Springfield airport.

After that I loaded a passenger into the rear seat and we flew to a grass strip that I had been to many times before, 7 miles due east of the M91 airport. After 1 full stop landing I did a lap in the traffic pattern then a touch n go on the grass strip. After take off I was climbing somewhere around 400' or so when I lost the engine with no indication that it was going to fail.

After loosing the engine I checked terrain forward and there was no suitable landing area. Almost directly below was a small field with a barber wire fence and a hill I put full flaps in and actively maneuvered the aircraft. Flight data later showed that from engine failure to touchdown was less than 11 seconds. Probably closer to 9.

I determined that I was going to overshoot the field if I don't make a change so I aim for a corner to corner inside of the barbed wire fence with a hill area. I didn't have enough energy to get on the other side of the fence without stalling the aircraft so I firmly touched down in front of the barb wire fence but not hard enough to set off the ELT.

After touch down we slid through the fence doing damage to the right wing. Then slid on to the hill and come to a stop soon after touchdown. I self asses and ask my passenger if he is ok, then we both exit the aircraft as briefed during the preflight.

My passenger and I both walked away with zero injuries.

I then reported the Emergency to the nearest ATC facility and call a point of contact at the FISDO.

Charles Lilly
[REDACTED]

Begin forwarded message:

From: Charles Lilly <[REDACTED]>
Date: September 2, 2021 at 18:46:12 CDT
To: Charles Lilly <[REDACTED]>
Subject: [Scan] 6120

--

Sent with Genius Scan for iOS.
<https://dl.tglapp.com/genius-scan>

Charles Lilly
[REDACTED]