

October 2021

Re: N121YT accident

Aircraft type: FDCT

Submitted by: William Kemper Owner / pilot

After picking up my plane from annual inspection at Star LSA at Twin Lakes Airport (S17) I departed on runway 6 at about 11:15am. Runup was normal and the plane performed perfectly as I headed towards 0A7, my home airport.

Everything was normal for about 40 minutes after departure. Approximately 18 NM south of 0A7 I began my descent. Suddenly, and without warning, the oil pressure dropped to zero. I immediately made a turn towards GMU, the nearest airport, and declared an emergency. The engine continued to run and oil temp was normal. I began to hope my oil pressure indication was giving a false reading. While on with GMU tower I was cleared to land any runway.

Unfortunately about 4 or 5 minutes after the indicated oil pressure loss, and about 7 NM north of GMU, the engine seized. At that point I knew I would not be able to make the runway.

I turned about 20 degrees right towards a clearing and elected to pull the installed full frame parachute at about 500 feet AGL. Shortly after deploying I went into a pine tree where the plane came to rest about 25 degrees nose down with the right wing pointing towards the ground. The aircraft was suspended about 50 feet above the ground.

Apparently a branch had punctured the left fuel tank and fuel was pouring out of the wing across the panel. Fearing fire, I climbed out of the shattered pilot side window and got out of the airplane. I hung on the to pine tree and awaited rescue.