

April 20, 2022

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RE: Aircraft accident N6868S

On the date of April 7th 2022 at approximately 1:10 pm, I had an accident concerning N6868S, 2012 Lightning. The following describes the time before, during and after the accident.

Before flying the aircraft I preflighted the aircraft N6868S by first checking the control that they were free. I did the normal walk around the airplane look. I checked the oil level in the engine & it was in normal operating range. The tires appeared to have normal air pressure and Dave at the airport hooked up to the plane and pulled it to the gas pumps. He filled both wing tanks with aviation fuel. I then sump checked the two wing tanks and the engine sump. All three were clear. I then climbed into the left seat following the checklist, I turned the left tank to on and the right tank to off, I then turned the electric fuel pump to on I turned the choke to full on. I turned the engine master on – made the clear call – and started the engine. I then turned power to the avionics – checked panel and set altimeter to 2240, I made my radio call to back taxi runway for 24 departure. After taxiing to end of 24 and pulling into runup area, I checked oil pressure, oil temp, cylinder temp, and exhaust temp. I set flaps to take off position of 10 degrees, trim set to neutral, fuel pump still in on position, seat belt harness checked and canopy locked.

I did the normal engine run up to 1800 RPM's checking the mags which were normal & checking the mags with carburetor heat turned on. After throttling back with everything normal I then turned on navigation and strobe lights.

I made my radio call to Johnson County 122.7 that I was lining up the runway for departure and was departing 24 to the west I added full power and allowed the plane to accelerate at approximately 53 knots and rotated and brought the aircraft into flight. Some seconds later I experienced a significant engine decline of RPMs. At that point I was airborne and climbing at 70 knots. I was not sure that I could set the airplane down without running off the runway. I immediately turned the right fuel tanks to on and got an immediate response of significantly increasing RPM's and still climbing. Within some seconds later the engine again lost almost total power and I elected to keep the airplane in a direct 24 heading hoping to clear several minor

obstacles. I wasn't directly headed toward the house and had hoped that I could land it in the upcoming field across the road from the airport. The engine was totally stopped at this time and I was seeking to maintain a flyable airspeed with 10 degrees flaps because I did not have time to make flap adjustment of any kind. Maintaining a wings level flight path I was descending and trying to find the best place of contact. I had seen a strong chain link fence and Knew I had to clear that fence. The plane descended more rapidly and when I approached the fence I had to pull up on the nose and I was able to clear the fence but at that point had lost controllability of the aircraft. I was several feet over the ground when the aircraft lost it flying ability and had a solid impact with the ground as the aircraft continued forward with a very rough landing. I found myself riding out a very rough landing. It appeared I had lost some or all of the landing gear and the plane skidded into the creek with very hard cessation of movement. I think it was at that point that I received my major injuries.

I did not loose consciousness but being somewhat in shock I started turning things off: the electric fuel pump, closing fuel tanks and the master switch. I quite frankly do not remember what I turned off at that point but I had an inward fear of fire and due to my immobility I could not get out.

I cried out for help and a young man responded that had witnessed the crash. Fron ther on others were careing for me, removing me from the airplane before being transferred by helicopter to Johnson City Medical Center.

Respectfully submitted

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Barry Richardson