

March 5, 2023

My girlfriend and I arrived at Signature Aviation in Greensboro, North Carolina around 6:55 AM where we met Erin, one of the employees of the flight school I rented the aircraft from. Prior to the flight, the night before, I received a call asking how much fuel we would want for our flight to Greenville the next day, I responded full, being there was only two of us. After meeting Erin in the lobby she handed us the aircraft binder, and she escorted us onto the ramp at Signature Aviation, due to us not having a ramp badge she has to be present until we are in the aircraft. Upon reaching the airplane, I entered the aircraft and grabbed the preflight checklist, fuel sump tool and lowered the flaps. Everything on preflight checked normal, fuel was clean, alternator belt was tight, oil was 5.5 and fuel was indeed full as requested. After completing the rest of my preflight portion with the flaps lowered, I reentered the aircraft, put the checklist on the dash and fuel sump tool up. I placed the flap handle in the full up position, and exited to check lights and final check of entire aircraft. Lights were good, all caps tight, cowls secured and chocks removed. We both entered the aircraft and continued through the check list, engine start and run up were good, all indications green, magneto drops good. We received weather from Greensboro ATIS, and weather through our route from Aviation Weather Center and Foreflight. I requested VFR flight to KPGV from GSO GND at 5,500 feet. After completing pre taxi checklist we taxied from Signature FBO K-K6 held short of runway 23L and continued through checklist for pre-takeoff. On takeoff all gauges green and in limits as normal and proceeded with normal takeoff. Everything normal up to this point completing climb checklist and once we reached cruise altitude completing cruise checklist. Halfway through the flight I switched fuel tanks to keep them balanced and after that everything continued normal. I completed the descent checklist on descent, and pre landing, everything was still normal. Slightly after doing pre-landing check list, Washington Center was ready to hand us off to the Unicom Frequency as I noticed a problem. I noticed our rpm's began dropping. I attempted to add more power along with carb heat with no response from the engine, I notified Washington Center that we had a problem that I wanted to say with him. He notified me that there was traffic in the area, so I flipped to Unicom stated our intentions that we were straight in for runway 8 and that we were having issues, I then immediately switched back to Washington Center, I switched fuel tanks, fuel pump was already on after pre landing checklist as well as mixture rich, at this time rpm's rapidly dropping. I declared an emergency with Washington Center and told him we had two options, we could shoot for the highway or do our best to make runway 8. The highway was extremely crowded so I told him we were going to have to make our best shot at shooting for runway 8. During this time the engine completely died, I returned carb heat to normal and tried restarting the aircraft multiple times, with no signs of restarting I continued to shoot for best glide eventually realizing that we were going to be short of the runway. During the last seconds of glide I saw the instrument panel began flashing oil pressure. I maintained the best glide all the way down until we landed in a swamp. After exiting the aircraft proceeded to call 911 for help.

