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October 24, 2022

SENT VIA EMAIL:

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Narrative Report from Marvin Darrell Leigh, Jr (Aka: Malik Leigh)

Approximately 1415: After my initial full walk around, which took approximately 20 mins, (which there were no issues) I began to taxi down Runway 27 at Grand Ledge – Abrams Airport 4D0. I did my full runup at the end of the runway as there was no traffic in the area. No issues with Mags, Carb heat, Prop, read the ATIS, and took off about 5 or 6 minutes after leaving my parking spot. I had full fuel.

Approximately 1420: I took off from Runway 27 and turned on a 173 heading. After switching from the local frequency, I attempted to call Lansing Departures, but got no response. I experienced electrical issues the night before (blown fuse in the generator regulator under the cowling caused us to lose all electrical power which was why the plane was at Abrams in the first place) and thought maybe I was experiencing coms problems. I was, however, picking up frequencies far away intermittently. I stayed under the outer Charlie shelf to not breach the airspace, flying at around 900 ft AGL.

Approximately 1430: I'm still on a heading of approximately 173 I'm still calling out for anyone to hear me. I begin to climb to an altitude of 7500 ft. Squawking 1200.

Not sure of the time, I was finally able to reach Toledo Approach as they responded to my call outs. He said that my radio was a bit staticy, but he could make out what I was saying. I requested flight following and he approved and gave me a squawk code.



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I was flying a heading of between 170-167 (occasionally) at 20" Manifold Pressure / 2400 RPM. Still running full rich. I then leaned some as I noticed my fuel flow spiking up from 15 GPH to 18 GPH. When I leaned, It went down to 14 GPH. I was indicating approximately 155 mph but ground speed was approximately 160-165 kts (foreflight). My preflight had an altitude temp of around -28+ C.

I first used my Carb Heat around 5 minutes after take off as there were a few sporadic clouds overhead. I only used it for around 30 seconds. When I did, the plane buffered alot.

Not sure of the time, but maybe around 40 mins in, I noticed my Manifold pressure drop around 5". I looked at the EGT and it was reading 1100 degrees average. My fuel flow spiked to 22 GPH. I immediately put in Carb heat for approximately 1.5 minutes. I moved back to full rich. As before the Plane buffered really hard. Not just the normal carb heat power loss, but way different. My RPMs jumped over 2500. Fuel Pressure, Oil Pressure, EGT was still 1000-1100+. Was getting power from the generator so no issues there. No real cause for concern, so I did not call out for anything.

Seeing the EGT at around 1100 degrees, I was comfortable that the engine was hot enough as the fuel flow dropped back down to 14-15 GPH. Still high, but within 75% cruise range which I was close to indicated. Manifold Pressure was still below 20" but maybe 19" as a result of the Carb Heat. Because the buffering continued, I switched it off.

Between Approx 1450 and 1506, I applied Carb heat repeatedly no less than 4 more times for approximately 30 seconds each time. Each time I did it, I repeated my inspection of EGT temps, oil temp, pressure and fuel readings and fuel flow. Fuel flow kept jumping to 18 GPH.

I looked at my watch and was planning to switch tanks at the hour mark, but decided to switch early. I wondered if this may have an effect on the fuel flow issue. So I turned the fuel pump on and switched from Top Left tank to Top Right (this is what I call it as the indicator is L shaped).

I kept an eye on the fuel pressure and expected a possible hesitation (as told to expect from the A&P's father who has one and has flown this plane himself) and I turned on the Carb Heat about 30 seconds later.

About 1507, I heard a BANG and a shutter. It felt as if the Prop was disengaged or disconnected. No prop response, nor engine response at all. Manifold pressure jumped to around 26" but was



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dancing freely. The RPMs were clearly just moving with forward motion. The Carb heat was still on as I was holding it in my hand.

I looked down and I was still Top Right on the Tank. I looked to my left and the EGT was reading 600, then 300, then went completely blank. As if the plane was cut off.

Not sure of the time that had elapsed, but I then called out to ATC and asked them to keep an eye on me as I think I was experiencing engine failure. I believe he asked me if I wanted to declare an emergency and I said, not yet, I was going to try to get it restarted. I looked at my airspeed and it was under 150 (around 110) so I dropped my gear. I had a good drop. Lights indicated down. I tried to restart and got no response from the engine at all. It was completely off. Dead engine. I told ATC that I could not get it restarted after maybe 15 to 30 seconds.

I grabbed the available checklist that came with the Plane from under my seat, but it had no emergency procedures. I did read the POH before going up, so I knew to keep it around 100 mph, so I did, or tried to. I checked the tanks again, Carb heat was still out, Mags were still on both, Fuel Pump was still on, but because I was worried about the Comms issue, I did not turn to 121.5. My transponder was on my left and I did not want to take my hand off of the yoke as I was afraid to stall or spin, so I did not squawk 7700. ATC asked me about Fuel and I believe I said 30 gallons or between 30 and 40 gallons. I probably had 45 gallons due to time and taxi.

I noticed that I fell below 100 mph (no exact idea the altitude but around 5000+) so dipped the nose to regain airspeed. ATC called out and told me that I was losing altitude fast. Told me there was an airport 1.8 miles 90 degrees to my left. I started to turn to the left, but was worried about stalling and spinning. I looked at my airspeed and was at or around 100mph. I saw no runway. I did not turn the complete 90 degrees so I could still see on the ground. I called out that I could not find the runway. ATC I believe told me that the airport was at my 12 o'clock, but then said it was 8 miles away instead of basically right below me.

I think I said "8 miles? I'm not going to make that so It looks like I'm going down." That was the last thing I remember from ATC.

I have no idea my altitude as I was just flying and scanning for a road. Every road had power lines. I found one possibility with no power lines, so I lowered 1 notch of flaps and prepared to turn towards it. I was pretty low at this point. Maybe still 1500 ft. All of a sudden, a car turned onto that road. I did not want to hit the car, so I looked to the right and found what looked like a flat field. I prepared to drop the nose to do a late flare when I saw high power lines. I pulled back



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on the yoke to clear the powerlines and knew I would stall. My airspeed dropped so as I cleared them, I dropped the nose to regain my airspeed. I was still fast and the yoke was extremely heavy. I was still trying to restart the plane.

I did not want to nose down too much because I was sinking extremely fast. I flared and started to float. Just as I was about to pull back to full flaps, I noticed a car on that road. I was going to hit it and they clearly did not see me. I then pulled back on the yoke and I was STILL trying to restart the engine. I did not want to turn to my right as I was afraid of dipping the wing and crashing and rolling. My float helped some and I lifted up some after touching down. As impossible as it may seem, I reached down and turned the fuel valve to Right Down. I Yanked the Mixture and slammed my hand on the Master and Fuel Pump from the time I taped the road. Skinned my fingers up on them and I believe I either sprained my right hand or maybe fractured something. It's bruised, cut up, and swollen.

I was going up and into the Corn. I lost sight of the car and I only saw power lines above when I pulled back to avoid it. For some reason I pushed the ignition again and said "Im not fucking dying! I wanted to land squarely and flat so I held onto the yoke until the stalks completely engulfed the prop. Only then did I pull my left hand back to not break or injure it.

Once the prop hit the top of the corn stalk, I braced for impact. I landed squarely and only slid just a little bit. The soft soil helped.

When the Plane rested, I looked down to verify that the tank was in the right down position, mixture was out, Master and fuel pump was off, and I immediately turned off the mags. It was dark and I was not sure of my position. I opened the door immediately to get away from the plane in case it was on fire and knew that the colour of the corn meant that I was in a flammable position. I jumped out onto the wing and got away. I noticed no fires on either side, so only then did I go back inside to grab my bag. I sent a message to my girlfriend who was following me on Foreflight.

I grabbed my flight bag and briefcase and walked to the road. A car came by and asked me if I was in that plane that went down. I said yes. Asked him where I was and he told me. I went back to the plane and went back in to verify that I had my wallet with my ID and couldn't find it. I then walked back out and an officer and the Field Farmer owner were there. I looked in my bag and found my wallet and ID was there all along. Not sure of the time. Maybe 1518 or so.



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PILOT INFO:

Name: Marvin Darrell Leigh, Jr. (AKA: Malik Leigh)
Address: [REDACTED] Pompano Beach, FL 33060
DOB: [REDACTED]
Occupation: Attorney / Software Developer
Certificate: **Private Pilot ASEL #** [REDACTED]
Endorsements: High Performance: Cessna 206 Turbo – August 1, 2023
Complex: Piper PA-24-250 – October 21, 2023
Last Flight Review date: **July 14, 2023** (Expires July 31, 2025)
Medical: **3rd Class - Date January 25, 2023** (Expires January 31, 2025)

CURRENCY INFO

• Time in Type

Cessna 172 (various versions – NP, S, SP, G1000)	85.9 hrs + Ground Instruction
Cessna 150	2.4 hrs + Ground Instruction
Cessna 206 Turbo	2.3 hrs + Ground Instruction
PA-24-250	3 hrs total (2+ hrs Ground instruction)

Last 7 Days : **3+hours** PA-24-250 (notable: Electrical failure while in Flight. Pulled emergency gear release and landed safely in the dark. No issues. *Problem was a blown fuse in the generator regulator assembly. Complete Engine Failure (instant report) resulting in crash. No fatalities, damage to aircraft.

Last 30 Days: 3+hours. Attempted to fly at flight school, but plane would not start. Put in Maintenance. – Cessna 172.
(including above)

Last 90 Days: 8.5+ hours. – Cessna 172, 206 Turbo, PA-24-250
(including above)



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Last 180 Days: 55.5+ hours. – Cessna 172, 206 Turbo, PA-24-250
(including above)

Last 12 Months: 94+ hours – Cessna 150, 172, 206 Turbo, PA-24-250,
(including above)

Night Currency Expired: October 18, 2023 – Cessna 172

*No emergencies in any other aircraft types.

Pictures and video of October 22, 2023 crash attached to this narrative and fact sheet. Photos and video(s) taken by myself at the scene and owned by me. (Chain of Custody)

Additional information: Was and am not under any drugs or alcohol. Not seeking any treatment for mental health related issues. Never been involuntarily or voluntarily detained for mental health related issues. I have never drank alcohol in my life, so I do not suffer from alcohol abuse nor was I under the influence of any alcohol or drank within the previous 8-12 hours of flight. (or ever).

I believe I flew competently and professionally and handled the emergency situation to the best of my or anyone's ability. I do not know what happened and believe that I did everything that I could have. I do have limited hours in time and type, and I am a newly licensed pilot. I had just purchased this plane from the Estate of David Wagner.

I did as much research on the plane as I could. The previous A&P – Ayotte, passed away in 2018. The previous owner, David Wagner passed away in November 2022 (according to his son). The current A&P Joe Newman Jr. worked on the place since 2019 and verified the work that he had performed and gave me his honest impressions of the plane. It had been sitting for the last 4 years due to the health condition of the previous owner. The last annual was performed in September 2023. All ADs were said to have been performed.

The Son/Seller Paul Wagner has been cagey about this entire sale and information about the plane, so I relied upon Mr. Newman about its condition. The Last person to have flown it was Joe Newman Sr. who was friends with the previous owner.



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I sought a CFI to fly back to Florida with me and was unable to secure one. I completed my Complex the day before as a potential way to bring the plane back before the weather in Michigan stayed too cold. Days leading up to departure, it was cold and rainy, preventing much more time shaking the plane out. As mentioned, the Day before, Me and the CFI left to shake the plane out at Gratiot Airport where I performed multiple takeoffs and landings in various configurations. It was upon our return that we encountered the electrical failure that caused us to deploy the emergency landing gear drop. I remained as PIC and landed the plane myself with no assistance. I am very competent (despite the limited time) with retractable gear aircraft.

I got rest the day before and ate before I left. I topped off the tanks with 100LL at Abrams Airport in Grand Ledge. I had 2 bottles of water with me. I had only Foreflight and no other distractions in the plane. I did a hand written weight and balance and was well under gross.

I was the only crew and occupant and had approximately 55 lbs of weight in the cargo hold of the plane. I weigh 278 lbs. I had my seat belt on at all times. No glasses were needed to see. I had noise canceling headphones, so I could hear fine. When the Engine “popped” (There was an audible pop and shutter), I did no panic, immediately notified ATC as I was on Flight Following. I did not have an emergency checklist, but I did have one ordered (i left before it came in the mail) but did read the procedures and believe I followed them. I did not argue with ATC and attempted to follow their instructions, but at the same time, the situation in the plane was demanding due to the loss of speed and lack of landing site, that I just flew the plane and communicated second. I did not fly reckless at all. I flew within the limits of the plane according to the POH. Although I dropped 7700 ft, I did not panic (which honestly scares me the most!)

The officer that I gave my statement to was Ohio State Trooper Chavez. His number is [REDACTED]. (I did not ask for a badge number)

The Plane is in the corn field. The Log books are still in the locked Cargo compartment. I do have the keys in my possession.

I called the FAA number to report the crash on Monday, October 23, 2023. I was given instructions on how to complete the 10 day deadline report and will do so as follows. (I forget the form number off hand)

I started my flight training in March 2023 and completed it (final checkride) July 14, 2023. I purchased the plane for personal and business use. I do not have any negative marks on my flight record. I've never had a prop strike, have never gone off of any runways, and believe that I am a



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pretty good pilot. My landings are pretty good. I began my first foray into aviation in the early 2000's in Norman, Oklahoma on a Mooney M20. As I was driving to take my test, I got a call that my Wife had passed away so I turned around and never got to finish. So, I had a familiarity with retract (approximately 66 hrs). Prior to beginning again, I tried to contact Norman Flight school and they said they have no record and didn't keep records like that anyways. I had lost all of my logbooks, so I was fine with starting over at zero. The 20 plus year gap was the same to me.

I am aware of only Mr. Joe Newman Sr. having flown N6757P to Three Rivers, Michigan to get the Pitot Static system certified during the annual. The log books show no more than approximately 40 hours have been flown in the last 5 years by the previous owner. If there were any issues, only Paul Wagner would know and he has been silent. I have remained in constant contact with the Newmans as they are concerned and great members of the Southern Michigan Aviation community. The Previous owner was Joe Newman Sr's CFI.

They all said that the previous owner did not fly the plane very much. They did not know why. Paul Wagner either is or was an A&P and has been no help. Only concerned with being paid. I paid \$55,000 for the plane. \$10k below original ask. It was held in an estate trust. PA was signed with the trustees and the registration was to be sent off Monday October 23 2023. It is still registered in David Wagner's name. Crash took place on Sunday, October 22, 2023.

Flight time was approximately 1 hour before engine problems began. I asked Paul Wagner if he was aware of any engine problems with that plane since the crash and he refuses to answer. He does answer other things.

My name is Malik Leigh, and I certify that I drafted this narrative statement myself and is honest and accurate to the best of my recollection.

Marvin Leigh (Malik Leigh) _____  _____ October 24, 2023.

Very Truly Yours,