

From: [REDACTED]
To: [REDACTED]
Cc:
Subject: Re: Accident/Incident ACY N124RR 20240731 Email 2
Date: Wednesday, August 7, 2024 4:59:35 PM
Attachments: [image001.png](#)

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Hi Patrick,
(adding Agent Chris Nagy as he had similar questions regarding bullet 4)

KJPX to KUUU - was flying to KUUU for 50hr maintenance (though I was closer to being at 30hrs). Performed normal pre-flight inspection. Had approx. 34gal fuel. Did not need to add oil. Pre flight inspection looked good. Went through checklists. CAS indicated "check alternator 2 current." Engine parameters all met standards. No issue with mag check or run up, smooth take off, smooth flight, smooth landing. No observable issues. Flew to KUUU, performed shut-down procedure, added fuel at KUUU.

KUUU to KJPX - mechanics at Chris Air performed 50hr. Maintenance log for that is with Agent Nagy. I was informed that they recommended using 15w50 instead of 20w50 which I had previously been using. I asked the mechanic about the alt 2 and they said they would order a new alternator for me but that it shouldn't prevent me from flying. I did pre flight inspection and a hot start for the engine. I went through the checklists and everything was fine. Engine parameters were within standards. Smooth run-up, smooth takeoff, smooth flight back to KJPX, smooth landing. Performed normal shut-down procedure, no noticeable issues.

KJPX to KACY - performed pre-flight inspection. Noticed that the oil was at about 5qts, which seemed a little low seeing as I just had the oil changed, but I assumed the filter had absorbed at least 1qt and since I had recently flown the plane there might be additional oil in the engine. I added 1.5qt of 15w50 (same type the mechanics at Chris Air put in) to get it a little above 6qts. I went through checklists. Had a normal run up with acceptable mag drop and little deviation. Smooth takeoff, plane climbed to altitude well, smooth arrival, performed standard shut down procedures. Arrived with approx. 32gal of fuel and asked Signature to top-off fuel before the following afternoon.

Flight departing KACY - arrived at Signature around 3:00pm. Performed pre-flight inspection during which I noticed the oil had dropped below 6qts, so I added about 0.75qts of oil. Preflight inspection did not show any visible issues. Did not notice any issues going through checklist and performing run-up. Was given clearance by ATC to depart on runway 31. Smooth takeoff, no engine roughness during takeoff. Right turnout approved by ATC, at or below 1600ft. Approval given to climb to 5500ft. At 2500ft I leveled off to maintain VFR and stay below a grouping of clouds. Approx. 1min later, it felt as if someone kicked the right-front side of the plane and I began experiencing engine roughness, but not total loss of power. I contacted ATC who told

me KACY was 6mi away, or I could aim for another airport that was farther away. I requested permission to come back to KACY, which ATC approved. I performed a shallow turn to a heading of 240 as indicated by ATC. ATC then told me to turn to a heading of 220 which I then performed. When I was about 5mi away from KACY, the engine started losing more power and it became clear I would not make the runway. I informed ATC and they informed me that the parkway was off to my left. The parkway was fairly busy and it would have been very difficult to land without causing a vehicular accident. I asked ATC if I should instead go for a field or pull my chute, and ATC said they can't tell me what to do but that the parkway is on my left. I told them I was instead going to aim for a field off to the right. As I started heading toward the field I performed my emergency checklist. I started lining up for the field, I put my flaps down half way but quickly realized I would not be able to get properly lined up to make an effective landing in the field. I also noticed there was a fence in the middle of the field as well as what looked like a depression in the middle of the field. I was also working to get power to the engine and when I reduced the throttle and then went full power, the engine came back to near full power. At that point I felt optimistic and thought I might be able to make the runway which was approx. 3mi away. I turned toward the runway and started slowly gaining altitude. I was waiting to hit 85knots to bring my flaps up but within 30seconds of the engine coming back to life, I lost full power. I attempted to navigate the plane away from any houses or populated areas as best I could and then pulled the CAPS deployment handle. The plane descended fairly smoothly into the trees. Once on the ground, I shut off the fuel, electrical, and mags. I then broke the pilot-side window with the Cirrus-provided hammer, and descended the plane from a ladder provided by a gentleman who happened to be nearby.

Thank you,

Austin

On Wed, Jul 31, 2024 at 6:44 PM Wilcox, Patrick (FAA) :

Mr. Bryan,

Thank you very much for speaking with me earlier. I am sure it has been a very long day, so, once you get settled, and while it is still fresh in your mind; please provide me with a written statement outlining the below details. In addition, please provide me with photos or photocopies of your Pilots Certificate, Medical, and last VFR.

Written/typed statement requested details are as follows:

1. Flight details of Operations conducted on 7/30 from start to finish (e.g., East Hampton to New Port State, New Port State to East Hampton, and then East Hampton to

Atlantic City)

2. Flight details of Operations conducted on 7/31 from start to finish as discussed over the phone.
3. Any pertinent information that you feel may be useful to our investigation (e.g., aircraft sat on the ramp in the rain, any recent maintenance details.....etc.)

If you have any questions, please feel to contact me.

Regards,



Patrick Wilcox

Aviation Safety

AFG-700 EA17, PHL FSDO

Assistant Principal Avionics Inspector

Office



Cell

Flight Standards Service (FS) Stakeholder Feedback for FSDOs

In our continuing effort to improve the quality of service to our stakeholders, Flight Standards Service (FS) would appreciate any comments you may have on our services and how to improve them. Your participation in meeting our goals for continuous improvement is greatly appreciated.

Stakeholder Feedback link:

[Flight Standards Service \(FS\) – Stakeholder Feedback for FSDOs \(faa.gov\)](https://www.faa.gov/flightstandards/stakeholder-feedback)