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Air Safety Investigator
AS-ERA

Date: 9/4/2024

Subject: ERA24LA341, Passenger Statement

Contact: Peter Timbie, N2376L Pilot Rated Passenger

Mr. Timbie was contacted via electronic mail by the IIC on September 3, 2024 and asked to provide a statement with regards to the accident of N2376L. He responded the same day with the following statement:

"My name is Peter Timbie, and on Wednesday August 7th at approximately 3:35 pm local, The Owner and Pilot (Marty) and I having just cleaned the inside of the cowl to remove oil which had been leaked from his newly IRAN'ed engine, we decided to do one lap in the pattern so that we could recheck for any leaks and hopefully be able to determine where that oil might be coming from. The winds were 9kts gusting 14kts between 280 and 290. Following a preflight inspection, we taxied out to Runway 29 and noted standing water on one of the taxiways that he had to taxi around, then Marty performed a normal run up. Mag checks, oil pressure, fuel pressure, rpms, and oil temperature were all normal, so he proceeded to the hold short to take off. There was a Jacksonville Sherifs Office Helicopter on the Runway doing "Stop and Go's' (Landing and sitting on the runway for 30 to 45 seconds maybe more.) and a Cessna 172 in the Pattern who was communicating that he was going to extend his downwind leg for the Helicopter. Once the Helicopter lifted off, we entered the runway and had a normal takeoff. The Helicopter made a mid-field crosswind to the downwind while we flew a normal left pattern with an extended downwind for Runway 29, The sequence as I recall ended up having the Cessna 172 between us and the Helicopter this caused us to be turning final too close to the 172's Landing for Marty's comfort so he maintained his altitude but slowed to 80mph to give the 172 ample spacing as it climbed to pattern altitude. Marty elected to

maintain the 80mph (about 2000 rpms) airspeed for the upwind, crosswind, and Downwind legs of the pattern. We ended up making a more normal downwind leg for the spacing required with the Helicopter and the 172. We turned onto a left base and then onto our final which we were happy about as the setup would allow for a really nice, stabilized approach. As we were somewhere between 200 ft and 300 ft I had been looking out the window and commenting on all of the flooding in the trees below us which had been caused by the Hurricane that passed through only days before, when I looked up and noticed that we were slowing to 70 mph and I Mentioned to Marty that I thought he might want to add a little power. Marty thought that was appropriate and advanced the throttle. When he did the engine did not respond it actually got quiet and the propellor began windmilling. Marty had the Field made but he was in an extremely heightened state and was having to fight the urge to try to extend the glide by pulling on the yoke and I was reminding him that he should keep lowering the nose. Marty flared just a bit too high and the left wing was down slightly the 14 kt gust subsided at just exactly that time. He touched down about 50 ft or so beyond the numbers with a good bit of a sideways load onto the left gear which snapped it off at the knee joint and then the drag of the upper gear leg on the pavement caused us to curve off of the runway to the left side and into the grass. There was little time to trouble shoot the engine as we were on short final and the whole thing lasted only maybe 2 minutes from the realization that the engine was not running. we knew he had the field made, the question was, were we going to be on the runway or the grass just short of the threshold. I did look at the gauges when the engine went quiet and could see that there was fuel pressure and oil pressure. After we came to rest and got out, I realized that the Carb heat was in the off position."