

N207AB INCIDENT REPORT

Date: 10/05/2024

The following report refers to the incident that occurred on 10/05/2024 with hour builders Sushil Beniwal and Shubham Soni.

The following is the testimony of Sushil Beniwal (PIC) of the flight:

The hour building flight was planned to go to Flager airport (KFIN). The airplane preflight was conducted and no issue was found. Oil quantity was between 7-8 Quarts and fuel was fullest on both tanks. The engine had started on first attempt and run-up had a magneto drop of approximately 150 RPM on both Mags. Difference between both of them were within normal limits. We continued for takeoff.

During the Takeoff roll on runway 11, all engine gauges and RPM were under normal standards, and we decided to proceed. At around 200 feet on the climb, we experienced engine roughness. As an immediate troubleshoot method, I leaned the mixture and enriched it back up, leveled the plane and engaged the starter. With this, the engine returned back to normal, and we decided to come back to the runway using a right hand traffic pattern due to traffic congestion. As we were making the turn, at around 400 feet, we had a complete engine failure, and thereafter we decided to land on the opposite runway, 29.

As we were approaching the runway, our speed was fast, at around 95 knots we approached the runway, and we floated down the runway for about a couple of seconds. We landed somewhere between A3 and A2. As we touched down, we noticed that we did not have enough runway remaining, and to our immediate reaction, we applied a strong braking action. In doing so, the plane drifted, and became uncontrollable. The plane skidded off the runway into an adjacent grass area, where due to the impact force of the terrain, the nosewheel collapsed and the propeller bent. As the aircraft came to a full stop, we shut everything down inside and evacuated. No fire and any other damage was reported.


Sushil Beniwal (PIC)

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The following report refers to the incident that occurred on **10/05/2024** with hour builders **Sushil Beniwal** and **Shubham Soni**.

The following is the testimony of **Shubham Soni (Safety pilot)** of the flight:

The hour building flight was planned to go to Flager airport (KFIN). The PIC of the flight conducted the preflight and I checked the fuel and oil to reconfirm the values. The oil was between 7-8 quarts and fuel was noted to be at the fullest of both tanks. The engine startup seemed normal and runup was within limits on magnetos. We continued for takeoff.

During the Takeoff roll on runway 11, I was looking outside for departing traffic, and momentarily glanced over the engine gauges. They seemed in normal limits and the PIC verbally called out for the same.

As we approached 200 feet, our engine started to feel very rough, as if it was losing power. I realised we needed to come back and so I told the PIC to make a right hand traffic pattern and subsequently gave a call for the same. As my PIC was troubleshooting to restart, he attempted to crank the starter which got us the power back, and we decided to stay level and make the right pattern to land on runway 11. However, as we turned right crosswind at around 400 feet, we experienced a complete power loss of the engine, and immediately decided to land on runway 29.

We approached the runway with a high speed, approximately 95 knots. And the PIC added the third flap just before touchdown, and we had our touchdown halfway past the runway. My PIC initially applied the brakes, but I stepped on my brakes as soon as I realised we do not have enough runway available. The plane then skidded off the runway and the nosewheel collapsed on impact with the grass. I exited the plane and assisted my PIC in exiting out.



Shubham Soni (Safety Pilot)