

From: MATTHEW BENJAMIN [REDACTED]
Sent: Monday, July 20, 2015 8:18 PM
To: Gotha, James (FAA)
Subject: Re: FAA Contact Info.

James,

I was on lake Fenton preparing to take off. The wind was coming out of 240, I went over my check list and taxied to the middle of the lake where I had several thousand feet to take off. Using nav and strobes I had a clear runway, I throttled up to around 5800 rpm with 40 % flaps for a short field take off due to boat and jet ski traffic potential. As I climbed out at 240 into the wind and was about 20 ft off runway I cleaned up my flaps to 0%. As I climbed higher I gradually turned toward 270 to avoid climbing out over houses. As I got to 270 and approximately 400 ft agl, my engine power lost 80 %, then a second later it would come back on. This pattern repeated several times. I realized this pattern and immediately and tried to make it back to the lake. As I turned back to the lake, the power I was getting back was not 100%. It would run up but there was very little thrust if any! I immediately went to my ABC protocol, I pitched for airspeed as I looked for the best spot to land, checking for failure was not possible because I was at >200 ft agl and descending. I could have landed to the left near a subdivision, but there were children playing and a mom rollerblading. Not an option! As ran out of speed I could only pitch it to the right into some trees. I deployed a BRS chute about tree top level when controls wouldn't respond and I was in a nose dive. The chute deployed but I pulled it to late trying to avoid injuring people on the ground. Once I hit I shut down all lights and power, removed the key and walked clear of the crash.

I hope this helps it's all I can think of.

Have a great day

Matthew W Benjamin