

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1:50 PM	DATE 10/05/2017								
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. James Bellet, PIC		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS						
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ASI Ganesh Persaud											
SUBJECT Accident involving N184SJ at Orange Municipal Airport (ORE), Orange, MA											
9/26/17											
DIGEST Mr. James Bellet contacted Inspector Ganesh Persaud on October 4, 2017 after he was in stable condition following surgery for his injuries. Mr. Bellet stated that the filed a flight plan, checked weather briefing on "ForeFlight" app for his iPad. Mr. Bellet stated he was traveling to Augusta, ME from ORE with another couple in 2 separate aircraft. Due to marginal weather conditions in Augusta Maine, they delayed departure from ORE. When the weather conditions were determined to be marginal VFR conditions, Mr. Bellet performed his pre-flight of his aircraft. He stated that he checked the oil through an access panel on the right side of the engine cowl. He then started loading the aircraft with their belongings. (Passenger on board was his wife) He performed an engine run-up prior to departure. He departed runway 32 as the trail aircraft in a flight of two aircraft. Mr. Bellet stated that on the climb out from ORE, he noticed cylinder head temperatures starting to exceed 500 degrees. He informed the first aircraft ([REDACTED] N174KM) of the engine temperature conditions and that he was returning to ORE. He communicated to ORE unicom that he was returning to the airport and utilizing runway 14. He stated he had too much airspeed and continued to runway 32 for landing. He stated that on the down wind leg to the airport, the engine stopped operating. Continued - page 2											
CONCLUSION, ACTION TAKEN, OR REQUIRED 											
DATE 10/10/2017	TITLE Aviation Safety Inspector	SIGNATURE GANESH PERSAUD									

DIGEST (CONT)

He stated that as the engine stopped running, the aircraft immediately lost altitude. He avoided the tree line to the south side of runway 32 stating "It would not have been very good to impact the trees." He then stated that he didn't have much time to take corrective actions once the engine stopped running. After impacting the ground and coming to a stop, he exited the aircraft and noticed the engine cowl plug installed in the right hand side of the cowl. He then removed the cowl plug from the engine cowl. Mr. Bellet stated that because of the local weather, he installed the cowl plugs during his stay in Orange, MA. Mr. Bellet stated that he had not incorporated the cowl plugs into his aircraft checklist before the accident.