

History.

Friday's flight was set to depart at 1:45 New Mexico time @ CVN, the aircraft was unable to start. I ran the strobes for 5 mins the night prior and thought I drained the battery. Start up was 2:20 with the use of the APU. At 2:30 we departed runway 22 the total trip was 2.8 hrs we were running an avg of 12gph @7,500. Wt & Bal was within limits.

Upon arrival at EDC the aircraft was tied down, and locked. Sunday Nov 4th at 1:45 TX time I refueled the aircraft with 33.6 gallons, the plane had 60 gallons of fuel on board. After the refueling. The aircraft would not start I had to run the aircraft off the APU to start. I seen that my radios were frozen and thought that was very odd. I knew it was not required for safe flight and determined the aircraft was safe, I called the tower via cell phone and requested light gun signals for departure and that we would be low until we got outside of the airspace. The tower cleared me to takeoff after a run up. Upon takeoff power was set and gear was selected to come up. Alarms went off and we lost all power. I turned the AV master off, and reselected gear to down and locked. I cycled the AV master on and off to verify the issue. I called the tower to check my gear and verify down and locked and that they weren't in transition or up. We landed safely and hooked up to a battery charger.

I let the plane charge all night as wind was getting bad at CVN and didn't want to risk a flight at night with electric issues. The following morning Nov 5th I took the plane to the shop to verify my battery was good, and replaced it with a brand new battery it was thought that it didn't have an effect. We checked the starter and alt and then the radios from being frozen. I cross checked the Wt & Bal and it was within limits approved by the flight manual. Did another pre flight and seen we were two gallons shy of full and verified had the required fuel and more. Take off was at 3:15 TX time at 6,500. At 4:18 TX I switched from the left main to the right main. I ran the right main until 5:49 TX over Muleshoe, TX at that time I switched to my left main the fullest tank in preparation for landing fuel pump was on. 4 NM south east of the airport I felt a loss of power. I ran thru my loss of power flow check and verifying the fuel was on the LEFT tank and got on glide speed radioing for help. At the time I was too low and prep'ed the cabin for a landing. I seen the train would block the traffic, and that was the best chance I had to set it down. I avoided the cars in my path and preventing a stall after the landing I ran thru my checklist of shutting down and fuel cut off while my paxs departed the aircraft to a safe distance.



The Star is where the aircraft came to rest. The big arrow is the app path. The small arrow is where the aircraft was as it hit the ground gear up and locked.